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Births.

On September 14, at Hankow, the wife of

HEINRICH REINHOLD, of a daughter.

LAMBERT.—At Goodwood, Babington Path, on

the 26th inst., Mrs. H. A. LAMBERT, of a son.

Marriages.

On September 17, at Shanghai, WILLIAM

HUNTER, shipmaster, of Monfres, Scotland, to

HILLEN GRACE BLACK of Corriach, Scotland.

On September 18, at Shanghai, the Rev.

ALBERT HERMAN BUTZACK, of Ch'enchowfu,

to Miss LORA CATHERINE MINCH, of Hoople-

ville, Illinois, U.S.A., and the Rev. ERNEST

KELHOFER, of Ch'enchowfu, to Miss MARY

ELLEN BRAUN, of Crediton, Ontario, Canada.

Deaths.

On September 8, at Swatow, MARTHA EDITH,

the beloved wife of Frank McLavy, I.M. Cus-

tomers; aged 39 years.

The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, SEPTEMBER 29, 1906.

CHINESE MAGNANIMITY.

(22nd September.)

There are probably few foreigners in Hongkong to-day who have not, at one time or another, read some of the effusions of globe-trotters, and others of that ilk, who, on reaching home, after spending an hour in the East and farther East, consider themselves fully competent to write authoritatively about countries with which they have become but cursorily acquainted. To dash through a country, on a Cook's tourist ticket, is not to see that country; and yet the flood of "literature" (save the mark!) foisted upon a too credulous public has been and is being poured out, and will continue to be poured out, and it is remarkable that the astonishing reports we read of ourselves, from abroad, as a result of these globe-trotters' fairy tales! Not very long ago we read in a home paper that, in Hongkong, male servants had been abolished, females taking their place, as being more satisfactory, and we had to rub our eyes and read again, for surely, we thought, we had not read aright. It was, indeed, news to us. Then, how often we hear of the callousness of

the Chinese, in the face of sickness, disaster and death—other peoples' death, be it understood. And now, comes a conclusive refutation of these ridiculous imputations, of Western stay-at-homes, or Cook's tourists, in the form, first of all, of an immediate relief subscription-list, circulated among the Chinese by themselves, and promptly and largely subscribed to; while many of the Chinese, in a position to do it, have taken in, housed, clothed, and fed the unfortunate survivors of the terrible disaster of Tuesday last—survivors who have not only lost their poor little all, but even their humble floating homes, and only means of livelihood as well. Promptly, without any outside suggestion, the sympathetic Chinese came forward with their assistance, ready to put down large sums, as soon as they knew who was to take charge of, and administer, the fund. Next comes the unexpected and most welcome telegram from the Chinese in San Francisco—themselves but just recovering from the effects of a disaster of another nature—the terrible earthquake, with the awful details of which the world is now familiar. And what did that telegram contain? Were there merely words of sympathy which too often mean nothing, and carry but little consolation to the needy and the distressed? Was there an offer of pecuniary assistance, should it be needed? No; and herein the sterling worth of the Chinaman is shown. They did not wait for any offer to be accepted or refused. They did not wait for an appeal to be made. They have learnt, through the efficiency of the News Agency, the awful calamity that has befallen their fellow-men. They have heard, by means of their sensitive mental vision, "the cry of the children"—the widows and the orphans. And without a single day's hesitation they have shown their practical sympathy by sending the money itself, for the assuaging of the dire sorrow and distress of their brethren over the seas. On the same day that they received the news of the terrible catastrophe here, they despatched by cable the sum of \$10,000, with the intention of more to follow. This seems something like magnanimity, and is surely one of the many fine traits in the admirable character of the Chinese. The spontaneity of this, and similar acts in Hongkong, proves the worth of the Chinaman when distress looms large about him, and thrusts back the lie as to his callousness to human suffering and grief, in the teeth of the lie.

NEIGHBOURLY SYMPATHY.

(24th September.)

There is at least a drop of consolation in our cup of desolation at the damage wrought to this Colony by the late typhoon in reading of the neighbourly sympathy extended to the sufferers, as expressed in our northern and southern contemporaries, wherein they state that the telegraphic news of the awful catastrophe which has visited us has caused a thrill of pain, wherever read. Writing on the 20th inst., the *Shanghai Times* says:—"We are sure our fair Southern neighbour, the Crown Colony of Hongkong, has the sincere and unqualified sympathy of the entire community of Shanghai in the awful visitation which has just overtaken her. The best possible feeling has always existed between the two places, twin outposts, as it were, of Western enterprise and civilisation in the Far East. From the earliest days of their history they have watched each other's rise and progress with sympathetic interest, each rejoicing in the other's welfare and sorrowing with it in its seasons of affliction or adversity; and on the present occasion, we deeply sorrow for what assuredly has been one of the most destructive calamities to which the Southern Colony has ever been subjected. The typhoon, from what we can gather, arose very suddenly and was of narrow dimensions and brief duration, although as it lasted, it was one of extraordinary violence. The picture presented in the very detailed telegram which we published from our Hongkong correspondent yesterday morning, describes a scene of terrible desolation afloat. The harbour must have offered a perfectly awful spectacle when the storm was at its height, and it is to be feared that the loss of life must have been very great indeed. Especially deplorable is the disaster which overtook the French destroyer flotilla, involving as our correspondent reports, the death of at least a score of gallant French sailors. Our telegram yesterday reported thirteen vessels ashore and three sunk, while several collisions were also mentioned. To-day's message adds to the tale of disaster, and it is to be feared that the worst is not known even yet. The tempest must have come on with unprecedented suddenness, for the shipping seems to have been taken utterly unawares and unprepared." These words were written when only the first messages were received of the dire catastrophe that had befallen this Colony, and surely the sympathy, expressed so sincerely, will be fully appreciated here. The old saw has it that "a sorrow shared is a sorrow halved," and in view of the sympathy pouring upon the distressed in this Colony, we think there will be few indeed who will not endorse that sentiment.

A HINT FOR COMPANY DIRECTORS.

(25th September.)

Not long since considerable friction had existed in certain commercial circles in Japan culminating in the resignation in a body of the directorate of one of the prominent joint-stock companies in Osaka. The matter apparently did not rest with the resignation in question. An indictment of

several prominent men appears in the *Jiji*, a Japanese vernacular paper, which charges certain directors of a public company with acting in the interests of themselves, and not their shareholders. Our contemporary also states that the action of Mr. Hara, the Home Minister, in sanctioning the car-fare increase at Tokio in defiance of popular opinion, in approving the construction of the Keihin (Tokio-Yokohama) electric railway, and an electric railway in Ehime Prefecture, has caused strong criticism among the public. According to our vernacular contemporary, we gather from the columns of the *Japan Chronicle*, the charter in the last-mentioned instance was granted to a syndicate in which a number of Constitutionalists are interested, in preference to another syndicate, which nevertheless had made prior application. It is expected that this matter will be taken up as a political question at the next session of the Diet approaches. The *Jiji* also learns that the new directors of the Osaka Sugar Refining Company have under consideration a scheme to distribute between themselves a number of new shares for the increase of the company's capital, in return for their good services in effecting the incorporation of the Osaka concern with that at Tokio. It is contended that a presentation of shares to directors, can only be voluntarily proposed by the shareholders, as a mark of appreciation of directors who have ably discharged their duties for many years and placed the concern under their control on a firm basis. In the present case the incorporation of the companies, after protracted agitation, is only just agreed to when the directors commence to claim rewards for their services. This fact shows, concludes the *Jiji*, that the object of these men in advocating the amalgamation of the two companies was not so much the well-being of the concern under their control as the possibility of securing a few shares. The trouble is not an evil complained of in Japan alone. We have not to go a hundred miles from the Colony to discover that shareholders' interests in joint-stock enterprises are not always placed before those of the directorate who are invariably handsomely paid for inadequate services rendered.

END OF THE CANTON STRIKE.

(26th September.)

Canton has been on the verge of what might have developed into a very serious affair, with far-reaching results, not the least of which would have been the paralysing of the water-borne trade of the province. If the crisis had developed into a riot, who shall say what might not have been the awful results, with the fearful tales of tragedy we might have had to record. But the self-repression and forbearance shown by those affected by what, they thought, was an uncalculated imposition of a tax, which was going far to stop their trade, and force the men to turn their attention elsewhere for their means of earning their livelihood, is remarkable. They began a strike in their own defence, but, happily, through the unusually prompt action of Viceroy Shum, it was of but short duration. The history of this affair is interesting, as showing how, even in these days, an unpopular action can throw a whole community into open revolt, and come perilously near to stagnating the shipping interests of several districts. The story, as told by the very temperate, and forbearingly phrased circular, issued by the leaders of the Guild of Passenger-boats, and which will, no doubt, be read with interest by all having mercantile or shipping interests in the districts mentioned in that circular, is as follows:—"The circular begins by saying: 'It is for the public to pity the launch-owners, who are being robbed by the tax-gatherer of the Customs, of the Harbour Department at Canton and Hongkong. Formerly all the steam-launches were under the control of the native Customs, until the middle part of Kwong Sui, 30th year (1903) when they were handed over to the Harbour Department of the Imperial Maritime Customs. Then a new law was passed, called the 'Sunday, Holiday and Night-working Act,' which provided that all steam launches should be treated like big ocean-going steamers, so that whenever they pass a Customs station on Sundays, holidays, or at night, they must pay a tax of two Haikwan taels for a clearance, which is a great hardship on the poor tax-payer. When launches were first introduced into Canton, and later into the interior, for towing purposes, there was a great saving in time and trouble to the merchants and shippers, until the launches were handed over to the foreign control, and now they very often have new orders given to them by the Imperial Maritime Customs, and if they fail to obey them, even though the disobedience is not their fault, heavy fines are imposed, and even, sometimes, the launches are arrested, and all their work stopped. If a launch happens to pass several Customs Stations, it has to pay a tax at each, amounting to several taels a day. Therefore the launch-owners are obliged to add these taxes to their charges for hire, so that, finding the expense too great, shippers have been stopping sending produce from one place to another, and so the launches have become unemployed. The owners joined together and memorialized Viceroy Shum, appealing against the handling of the launches by the Harbour Department of the Imperial Maritime Customs, as it gave a lot of trouble to the merchants and shippers, and they asked that the native Customs and the Sin Hau Kuk should take the business in hand. The Sin Hau Kuk sent a petition to the Commissioner of the Imperial Maritime Customs, asking him to consider which was the best means to have this tax much reduced, or abolished,

but the Commissioner took no notice of that appeal. Last year the merchants themselves memorialized Viceroy Shum, on behalf of the launch-owners, to have the tax abolished. Again the Viceroy requested the Commissioner to accede to the request of these people. The circular then goes on to say that as the Commissioner again ignored the Viceroy's request, the latter sent copies of the petition to Peking, one being addressed to Sir Robert Hart, Inspector-General, and one to the Board of Foreign Affairs. From the latter came a reply to the Viceroy to the effect that the tax ought to be abolished, but nothing in that direction must be attempted without the consent of the Inspector-General. The Board considered the tax too heavy, and stated that all would be done that could be done, to have it abolished. The Inspector-General also, in a despatch received later by the Viceroy, said the tax was a heavy one. It was formerly charged at Lappa, Kowloon, Shamshui, and Wuchow, but under his instructions, the Commissioners had stopped collecting it. The Commissioner at Canton, however, had not done so, and he instructed the Commissioner to do so at once, and reduce the licence from \$20 to \$10, and other classes proportionately. The Viceroy gave instructions to the Sin Hau Kuk to have the despatch of the Inspector-General posted up all over the City, which was done. This made the Commissioner very angry, and he refused to obey the instructions of the Inspector-General, but continued to impose the tax as before, threatening the people that if they did not pay at once their licences would be cancelled and their boats seized. The boatmen referred to the despatch the Viceroy had promulgated, saying the tax was to be withdrawn, when the Commissioner said he did not care for the Viceroy. And so things went on. The men again petitioned the Viceroy in August last, and stated that if his power, and the instructions of the Inspector-General, were to be ignored by the Commissioner, they would have to go into some other line of business. The result we gave in our issue last evening—the men went on strike. But not for long, for as will be seen from a letter from a correspondent appearing in another column, as soon as the Viceroy learned the men had gone on strike, he bestirred himself, and sent despatches to the Commissioner, post-haste, asking him to stop collecting the tax until further orders came from Peking, he, the Viceroy, guaranteeing to accept all responsibility for such stoppage. This arrangement having been concluded and sanctioned by the men, they all agreed to resume work yesterday morning. Thus ended an incident which might have had disastrous results on the trade of Canton, and we cannot but reiterate what we said above, that the forbearance of the boat people, under the circumstances, was such that Canton may indeed congratulate herself upon, for had these men broken out into riot, who can tell what the results might have been?"

SUGAR REFINING IN THE FAR EAST.

Our recent comments on the sugar refining industry in Hongkong were dealt with editorially in the last number of the authoritative journal—the *Far Eastern Review* of Manila. Mr. G. Bronson Rea, the editor of our broadly-known contemporary in the Philippines, is, of all men in the East, the best judge to give a definite pronouncement on the subject of the sugar industry, and in reproducing, in part, his forecast of the result of the Japanese competition with the Hongkong refineries, it will be observed that Mr. Rea substantially bears out the opinion expressed in our previous article. This is what the *Review* says:—"The *Hongkong Telegraph* in its issue of August 31st, also, reviews the condition of the sugar refining industry in Hongkong, and after recognizing the inevitable competition from Japan, ventures the opinion that, given a fair field and no favours, the local companies can hold their own against any competitor. This is undoubtedly true as regards the Eastern markets outside of Japan. In this country everything points to an early monopolization of the refined sugar business by the Japanese refineries. The trade returns indicate that Japan will continue to increase her imports of raw sugars, and correspondingly diminish the imports of refined grades until her local consumption is fully covered. How far this consumption is capable of extension depends on the education of the Japanese to a preference for the refined article, and the ability of the refiners to keep the price within the purchasing power of the poorer classes. With this big home demand to supply and cater to, under natural conditions, it would be a long time before Japan will figure as a competitor with Hongkong for the supply of China and other markets. Japan and Hongkong receive their supplies of raw sugars from the producing centres of Java and the Philippines, and are placed on equal footing in this respect. The difference in freights and labour favours Hongkong in determining the cost of refining and their ability to control the market. With the conventional tariff on refined sugars in Japan of about six-tenths of a cent per pound, it gives a practical monopoly of the home market to the Japanese refiners, and even with a rebate on exports they can not hope to overcome the advantages enjoyed by Hongkong, on supplying the China market, unless they receive certain concessions in freights from subsidized lines that will make it possible to compete. If the present policy of Japan is any indication of what may happen in the future, this lowering of freights in favour of the Japanese product will be the determining factor on which the trade will swing.

LESSONS FROM THE TYPHOON.

(27th September.)

The amazing rapidity with which comparative calm and renewed confidence have trod upon the heels of last week's intense excitement prompts us to come quickly forward with a few suggested reforms. To some it may appear that in so doing we are aping the conduct of the fool who locked the stable door after his steed was stolen; but we would like to remind such carping critics that to lose a horse through gross carelessness is one thing; to neglect to prepare for the next typhoon is another of an entirely criminal nature. Again, some of the reforms we are about to mention have had attention repeatedly called to them without avail. In the first place, we believe the establishment of a typhoon signal station in a position where it would be of use to people living at Quarry Bay, Shaikwan and Lyceum has been time after time suggested to the authorities. It is also worthy of note that the peculiar contour of the land in this section of the Colony renders it absolutely impossible for anyone to see what signals are flying, and, further, boisterous weather nullifies the utility of the telephone and the typhoon gun. Hence, it frequently happens that the residents in the above-mentioned districts are bereft of precise information, and have to depend on the appearance of steamers in adjacent bays for warning as to the close proximity of the typhoon. This state of utter helplessness was never better illustrated than it was, on the day of the storm. At Quarry Bay, where two vastly important commercial institutions exist, no information of immediate danger was received. The signal could not be seen, the boom of the gun was carried elsewhere on the wings of the wind, and the telephone, as is usual at such times, was worse than useless. Had the signal given by the Observatory been repeated at an adjacent station on the mainland, these commercial concerns would at once have taken such precautions as would have saved that which was lost. At Shaikwan, too, the death toll would have been considerably reduced. To avoid the repetition of this scandalous state of affairs, we think it high time the authorities put into execution some practical scheme for the furnishing of a reliable typhoon signal station in a situation where its value would be adequately demonstrated, and where it would prove to all concerned a veritable boon and a blessing. Another suggestion worthy of consideration by the powers that be, and one perfectly feasible, is the provision of life-rafts and life-belts, the same to be stored in buildings along the prays and accessible to all in the hour of need. Many more lives might have been saved had a number of life-belts been at hand on the occasion of the recent typhoon. As matters stood, civilians, soldiers, sailors and policemen were badly handicapped in their endeavour to save lives. Ropes were few and hard to find, and through want of foresight on the part of responsible parties hundreds of people found a watery grave. Last though not least, is the suggestion that steam life-boats like those in use on the Mersey should be provided. They are non-collapsible and built to weather the fiercest gale. It would be impossible for more than a fraction of the number of people immersed to be rescued by such boats, but let them take in tow the life-rafts mentioned previously, and their usefulness is at once magnified. Careful investigation is about to be made into the efficient working of the Observatory, let us then hope that soon after the questions involved have been answered, the same committee of inquiry will be asked to consider these suggestions, and as far as possible, recommend their adoption so that out of evil much good may come.

OFFICIAL SALARIES.

(28th September.)

The position taken up by the Government and those of the unofficial members of Council who supported it in relation to the question of sterling payments of salaries of certain Government servants, has, as has been maintained in these columns, from the outset of the consideration of the question, been an untenable one. Into the merits of the case as urged by H.E. the Governor for a revision of the question by reason of an appreciation in the value of the dollar, it seems hardly necessary for us to discuss *de novo*. Our views have been emphatic and unequivocal. We said, in effect, that the Government was advocating a cause wholly inconsistent with all principles of equity. The officials choose to play a game of "Heads I win, tails you lose" when they accepted the 1903 scheme of sterling payments of their salaries; but fortunately for the ratepayers of the Colony Lord Elgin saw through the game, and in his reply to the despatch from the Governor on the subject, his Lordship refused point blank to reconsider the matter. The text of the despatch is as follows:—"I have carefully considered your observations, and I regret that I am unable to satisfy myself that measures of relief are necessary or justifiable at the present time. In the matter of remittances to this country the Government servants in question are no longer affected by the rate of exchange, and a reduction in the dollar value of imported article must presumably be only a matter of time if exchange continues to rule high. Moreover, I would remind you of the statement in your Despatch No. 72 of the 29th March that 'house rent is the chief, if not the only, expense of living which is not lower in this Colony than in most others, where Customs duties are levied and where wages are higher.' I am bound to add that in

my opinion the scale of pay of Government servants in Hongkong compares favourably with that obtaining in most other parts of the Empire. I would observe, with reference to the suggestion made in your Despatch under reply, that sterling salaries were introduced in order to get rid of the system of making payments in dollars at fictitious rates of exchange, and even if I were convinced of the necessity of taking steps in the direction which you advocate, I could not agree to any arrangements whereby that system would be revived."

HONGKONG'S THOROUGHFARES.

No reference to the condition of the principal thoroughfares in Hongkong could have been made at a more opportune moment than the present, for people are in a position to judge for themselves whether the roads of Hongkong are, during the rainy season, all that they should be. At the last meeting of the Legislative Council the Hon. Mr. B. A. Hewitt remarked that: "Nobody can deny that the condition of the macadamised roads are a disgrace to any town that calls itself civilised. In wet weather they are impassable seas of mud. In dry weather it is almost impossible to walk on them on account of the broken surface, reminding one of the middle age saints who used to expiate their sins and do penance by walking to Canterbury with shoes full of dried peas." Queen's Road Central, probably the busiest street in the Colony during the hours of business, is very far from being in a satisfactory condition after a shower of rain. If this state of affairs prevailed in a city where there was much horse traffic, the ruts and cavities could possibly be explained away, but here in Hongkong there are not half a dozen horse-carriages in daily use. The vehicular traffic is purely carried on by means of the indispensable ricksha-coolis, whose bare feet and light machines are scarcely calculated to dig up the street and render it an "impassable sea of mud" after a passing shower. When a real thunder-storm occurs the streets are flooded in every direction, and the ordinary pedestrian has to make long detours to reach his destination. "It can hardly be held that this is a satisfactory exhibition of Hongkong's drainage capacity. In one case, the other day, a shop in Queen's Road was flooded to the depth of three feet, and the damage done to stock is estimated at fully \$1,000. It would seem that the city's main artery is not only allowed to remain in the condition of an unfrequented lane, but is primarily constructed on wrong principles. It is higher at one side than at the other instead of being rounded off with the object of depositing the rain-water in the capacious gutters. But the Director of Public Works is quite complacent on the subject. 'Personally,' he said, 'I consider the roads of this Colony are, generally speaking, in very good condition.' And the D. P. W. referred to the streets of London, where one was spattered with mud from head to foot in wet weather. Surely there is a difference between the traffic of London and that of Hongkong, and it will not be contended that after a heavy shower in the metropolis the mud is allowed to remain. It is swept away immediately and pedestrians are not compelled for days afterwards to wade through mud and slime. A reference was made by Mr. Hewitt to the tentative experiments which have been made in wood paving. It would be decidedly interesting to learn the result of those experiments. A patch of roadway at the foot of Edder Street where it joins Des Voeux Road was laid with wood, but whether it is considered a success or not nobody can tell, and nobody seems likely to lighten our darkness. The question of wood paving hinges to a large extent on the cost of the blocks. When we remember that huge forests of jarrah are rotting in Australia, it should be clear that the cost of using wooden sets to pave the streets should not be beyond the scope of the Colony's purse. At any rate, some improvement on the present system is eminently desirable. With regard to the tramway track, it is perfectly correct that in some parts there are cavities which retain the rain-water, but the Tramway Company are not entirely to blame for that, because all wheeled traffic uses the track. The rickshas may not exorcise the hard macadamised road, but by continually bumping along the tramway's route they dig up the stone track with the result that ruts are perpetually being formed and enlarged. Indeed, the fact that the vehicular traffic invariably prefers the tramway track, leaving the roadway at the sides severely alone, except when passing cars, should make the macadamised roadway along the route of the tramway a model of perfection. It is to be feared, however, that the contrary is the case; for the streets traversed by the cars are quite as impassable for foot passengers as any other thoroughfares after a shower. We do not desire to be censorious, but the engineers of the Public Works Department might be encouraged to give a glance to this side of their duties in the hope of achieving a more satisfactory state of affairs.

PETER Byrne, a sailor on board H. M. ship *Prometheus*, was arraigned before Mr. F. A. Hazleard, at the Police Court on Thursday, charged with damaging a ricksha last evening to the extent of two dollars and refusing to pay his vehicle hire, which amounted to twenty cents. Defendant did not know what happened. The charge being proved he was ordered to pay the coolie \$2 for the damage done to the ricksha and twenty cents for his ride. When defendant was arrested he had to be brought to the station in a chair. The Court also made an order that he refund to the police the cost of the chair ride.

TELEGRAMS

"HONGKONG TELEGRAPH" SERVICE.

THE SHANGHAI TRAGEDY.

HYNDMAN COLLAPSES IN COURT

WHEN NARRATING HIS LOVE-STORY.

THE JUDGE'S SENTENCE.

[From Our Own Correspondent.]

Shanghai, 21st September, 7 p.m.

The trial of Peter S. Hyndman was concluded at 11 B.M.'s Supreme Court at a late hour to-day.

Hyndman made a statement to the Bench, and only broke down when he was telling the Court his love for Mrs. Ros.

Counsel for the defence, in presenting his case to Judge and jury, made an impassioned and stirring appeal for prisoner's life.

At this stage of the trial unprecedented crowds had assembled in the Court and others, who could find no accommodation within, stood outside.

The Judge, in summing up, made a great speech.

The jury found prisoner guilty of manslaughter only under great provocation.

The Judge passed sentence of eighteen months' imprisonment.

Upon sentence being pronounced, there was a popular demonstration in Court.

[The indictment in this case was that Hyndman feloniously and unlawfully with malice aforethought did shoot one Mrs. C. H. Ros with a revolver thereby doing her grievous bodily harm on the 1st September, 1906, and with intent to kill. He was further charged with that he feloniously and unlawfully with malice aforethought, did kill and murder one Harry Smith by shooting him with a revolver on the 1st September, 1906, at No. 15 Haining Road.—Ed., (H. K. T.)]

THE LATE BISHOP HOARE.

MEMORIAL SERVICE.

AT SHANGHAI.

[From Our Own Correspondent.]

Shanghai, 22nd September, 12.5 p.m.

There will be a Memorial Service here on Sunday, the 23rd inst., for the late Bishop Hoare.

Bishop G. E. Moule, of Hangchow, and Bishop F. R. Graves will attend.

FLOODS IN CHINA.

RICE FAMINE IMMINENT.

PEOPLE FLOODED UP TO THEIR EARS.

[From Our Own Correspondent.]

Shanghai, 24th September.

Owing to floods a rice famine is imminent.

The water mounted high on the banks of the Grand Canal.

People gathering rice in the fields were flooded up to their ears.

THE FISHERIES

NEGOTIATIONS.

VISCOUNT HAYASHI'S DENIAL.

[From Our Own Correspondent.]

Shanghai, 25th September, 1.45 p.m.

Viscount Hayashi denies the existence of any deadlock in relation to the Russo-Japanese fisheries negotiations.

THE CHINESE CON-

STITUTION.

TO BE MODELLED AFTER JAPAN.

ROYAL COMMISSION IN FAVOUR.

[From Our Own Correspondent.]

Shanghai, 25th September, 1.45 p.m.

A despatch received from Peking to-day states that nine-tenths of the members appointed to consider the question of Constitutional Government for China favour the acceptance of a Constitution as near as possible to that of Japan.

COMPULSORY EDUCATION

IN CHINA.

VICEROY'S MEMORIALIZE THE THRONE.

[From Our Own Correspondent.]

Shanghai, 26th September, 10.40 a.m.

It is announced that their Excellencies Yuan Shi-kai, Tuan Fang, and Chang Chih-tung, will shortly memorialize the Throne, with the object of making the education of Chinese children compulsory throughout the Empire.

VESSELS FOR THE PHILIPPINE GOVERNMENT.

HONGKONG DOCK CO.'S TENDER.

SHANGHAI AND JAPANESE COMPETITORS.

[From Our Special Correspondent.]

Manila, 27th September, 12.20 p.m.

Sealed proposals were opened at 8.30 a.m. to-day, at the Q. M. Department, in the presence of attending bidders, for the construction and delivery, to the Quartermaster's Department at Manila, P. I., complete and ready for service, of the following vessels, viz.:

- 1 Single Screw, Sea-going Tug.
- 1 Single Screw, Steam-launch.
- 1 Stern Paddle Wheel Steamer.
- 1 Hull for a Steam-launch, machinery to be supplied by the United States, but installed by the contractor.

Four proposals in all were received, viz., from the Shanghai Dock and Engineering Co., Ltd.; the Hongkong and Whampoa Dock Co., Ltd.; Messrs. Findlay & Co., and 'The Uruga Dock Co. (of Japan).

The bids offered by the respective firms of shipbuilders are:

- (1) The Shanghai Dock and Engineering Co.:
- for Tug \$105,370 (U.S. gold).
- Launch 19,980
- Steamer 39,220
- Hull 15,540
- (2) Hongkong & Whampoa Dock Co., Ltd.:
- for Tug \$86,280 (U.S. gold).
- Launch 17,540
- Steamer 25,440
- Hull 12,146
- (3) Findlay & Co.:
- for Tug \$106,885 (U.S. gold).

This firm did not tender for the other vessels.

(4) The Uruga Dock Co., of Japan, for Tug \$109,500 (U.S. gold).

No bids received from this Company for the other vessels.

The contract has not yet been awarded.

[From the above it will be seen that the aggregate of the Shanghai Dock Co.'s bids amounts to \$180,116 (U.S. gold) as compared with the bid from the Hongkong and Whampoa Dock Co. for \$141,406 (U.S. gold).

Following are the respective dimensions of the vessels to be constructed:

Tug—Length 120 feet; breadth 26 feet; mean draft 15 feet.

Launch—Length 90 feet; breadth, extreme, 15 feet; depth, moulded, 7 feet 6 inches.

Steamer—Length about 120 feet; beam 21 feet; draft, light, 18 inches; bunker capacity to be about 30 tons.

Hull—Length 84 feet; breadth, moulded, 14 feet; depth, moulded, 6 feet; deck 2" by 4" teakwood.

—Ed., (H. K. T.)

CHINESE TARTAR

GENERAL.

SHOT BY RUSSIAN SOLDIER.

SERIOUSLY WOUNDED.

[From Our Own Correspondent.]

Shanghai, 27th September, 11.45 a.m.

It is reported from Tokio that the Tartar General at Heilungkiang has been shot near the Amur by a Russian soldier.

The General is seriously wounded.

EARTHQUAKE IN JAPAN.

SHOCKS FELT IN KOBE.

[From Our Own Correspondent.]

Shanghai, 28th September, 11.10 a.m.

Two earthquake shocks were felt at Rokkusan, Kobe, on the 27th inst.

MANCHURIAN TRADE.

JAPAN'S NEW CONCESSIONS.

FAVOUR FOR A BEATEN RIVAL.

[From Our Own Correspondent.]

Shanghai, 29th September, 10 a.m.

A communiqué from the Japanese Foreign Office states that simultaneously with the declaration of the opening to foreign trade of the cities of Antungshien, Tatungkau, and Mukden by Japan, it was suggested by Japan that the Russian Government should abrogate the Supingkai Memorandum of 1st August.

The Memorandum, in question had the effect of excluding the Japanese from participating in the benefits which are expected to flow from the opening of Southern Manchuria. Owing to Japanese pressure, the Russian Government have granted the concession desired by the Japanese, and the Memorandum became void on the 28th September.

HIGHWAY ROBBERY.

PRISONERS ON TRIAL.

Two grass cutters trading under the names of Liu Fay and Wong Sam Hing, were ordered to be detained to police custody by Mr. F. A. Hazeland, at the Police Court this morning, for examination next week.

The charge against the two defendants was that of highway robbery, which they denied. No witnesses having been examined by the Court, but a fishmonger and his wife testified at the next hearing that at about five o'clock on the morning of the 15th instant they were tramping the hills to Deep Water Bay. When half way between the Golf Club and Aberdeen Club three men, two of whom resembled the defendants, sprang out from the bushes and demanded the men to throw up their hands. The fishmonger's wife was backed in complying with the order and he was tackled by the robbers and pitched to the ground. When this was accomplished, the robbers, warned the complainants that if they raised a cry they would be killed. The highwaymen then went through the pockets of the complainants and secured \$8 in small coins and a silver bangle, valued at one dollar. They then disappeared in the direction of Aberdeen. The complainants continued their journey to Deep Water Bay where they reported the robbery. A description of the robbers was telephoned to all the stations, and yesterday the defendants were arrested in the Central district.

THE ACCELERATION OF THE CANADIAN MAIL.

WEEKLY SERVICES FORESHADOWED.

Mr. D. E. Brown, Hongkong agent of the C.P.R., who was among the passengers by the *Empress of China*, is reported to have stated at Montreal that the present acceleration is only the prelude to a still greater development of the C.P.R. service between Great Britain and the Far East. While, at its inception, the new fast service will be monthly, Mr. Brown expresses conviction that it will in all probability develop into a weekly service, as the problem of quick service between London and East of Asia is being generally considered by the Canadian Pacific Company. "I have no hesitation," Mr. Brown is quoted as saying, "in stating that the Canadian Pacific will have four new *Empresses* on the Pacific Ocean uniform in type and speed with the *Empress of Britain* and *Empress of Ireland* on the Atlantic. The Company is laying its plans on that assumption now. They will be two on *Empress* on the Atlantic service—two sets of four fast steamers at each ocean wing—that it is bound to come. It may take six or seven years to achieve all this, but it is bound to come."—R.

THE CANTON BANKERS.

BOYCOTT OF PERAK MERCHANTS.

MORE OF THE CHAI LOONG JINGER FIRM CASE.

[From a Correspondent.]

Canton, 27th September.

On the 15th inst., you published the details of the dispute between the bankers' guild and the Choi Loong firm. I now send you the latest developments, which are as follows:

The case in which the bankers at Canton sued the master of Chai Loong, preserved ginger manufacturers, for the recovery of a large sum of money, has not yet been settled. A meeting was held in Canton, on the 23rd inst., where the heads of nine charitable institutions, and representatives of 72 guilds, endeavoured to induce the bankers' guild, and Wong Ki Sam of the Chai Loong, manufacturers of preserved ginger, to come to terms and an amicable arrangement, in order that the threatened boycott of the latter and of his friend, Mr. Chu Su Chun, the prominent merchant of Peking might be stopped. The meeting was held in the General Chamber of Commerce, but it ended in a *fiasco*, as the parties resorted to high words, and assumed bellicose attitudes, and although the peace-makers used every effort to pacify both parties, they were unsuccessful, and the meeting broke up in great disorder.

THE YUNNAN RAILWAY.

It will be remembered that a few months ago the treatment of Chinese coolies on the Yunnan Railway formed the subject of considerable discussion in our columns. We understand that the matter was duly investigated on behalf of the French authorities, and the following official statement has now been submitted for publication:

The articles reproduced in the *North China Daily News* represent the Company constructing the Yunnan railway as treating the coolies it employs with revolting cruelty and injustice. These accusations are without foundation, and it is only necessary to have exact information about the progress of the works to prove their inexactitude.

Yunnan is a poor country, thinly populated, into which the European had only penetrated for the purposes of exploration and trade. The length of time to accustom the inhabitants to come on the works directed by foreigners—the Chinese, naturally suspicious, were afraid of not being paid or of not being treated properly by strangers with whose methods of work they were unacquainted.

The number of coolies employed on the railway during the three working seasons, affords conclusive evidence of their own attitude towards the work. In the winter of 1903-1904 the maximum was not beyond 10,000 to 11,000 and in 1904-1905 it was 35,000. It is evident that if the inhabitants of the country were convinced that on the Company's works people were ill treated, ill fed, and not paid, their repugnance to come and work would have increased, instead of diminishing progressively.

To make up for the deficiency of labourers at the commencement the Company tried the experiment of importing coolies from various Chinese provinces. The experiments did not give very satisfactory results, the coolies thus introduced could not become acclimatized; conflicts with the inhabitants led to serious disturbances, and it appears that the local authorities, displeased at this immigration, tried their best to get rid of the coolies. Lastly in some cases the Chinese 'coolies' (foreigners) who brought them, took too great advantage of the 'queue' system and kept back part of the men's salaries; but it is quite incorrect to say that the company did not do its best to keep the coolies look after their welfare and see to the payment of all work done. It is patent that it was in its own interest to do so, as it had to construct the railway which could not be done without coolies, and a course of ill treatment would have irretrievably frightened them away.

It is equally true that the Nantai valley which separates the Red river from the high table lands of Yunnan is unhealthy in summer, and the difficulty of taking coolies there was greater, and

of the 34,500 coolies working during the last season 16,000 were occupied on the Nantai valley. During the summer this number is reduced to about half through the voluntary departures of those returning to cultivate their own lands and of those whom the Company send back to their provinces. One can note on going through the works the care that is taken to have efficient medical aid and sufficient food supplies for the coolies. At the present moment 25 kilometres of the track are ready and the rest will continue progressively, as the cuttings and structures are well forward.

It is certain that in autumn the Chinese and Annamite coolies will return of their own accord in great numbers than last winter and the Company will not require to rely on immigration from a distance. These voluntary workers would certainly not come, if the coolies who return home during the summer months did not convey to those around them the impression that they were well treated and well paid on the railway works.

If the increase of coolies continues as in the past and everything points that way, the work of the railway will be finished sooner than it was ever expected.

CHOW TUNG SANG'S ESTATE.

H. E. SHUM WANTS THE ACCOUNTS.

[From a Correspondent.]

Shanghai, 28th September.

His Excellency Viceroy Shum has asked the Chief Magistrate of Canton to have the accounts of the confiscated estate of Chow Tung Sang, millionaire, and the alleged embezzler, to be prepared for H. E. as the Magistrate is the only man in a position to deal with these matters through his knowledge of the affairs of Chow Tung Sang. The Canton Magistrate replied that it was impossible to make any correct account yet, as the details referring to the estate had not been received, and moreover, some of Chow's houses, lands, and other assets were still being held, for want of purchasers. The Magistrate, however, said he would try to find buyers as quickly as possible, and endeavour to get the matter settled before H. E. left for the North.

SOUTH MANCHURIA RAILWAY COMPANY.

EXTENSIVE SCOPE OF ITS BUSINESS.

Judging from the fact that many promising undertakings in Manchuria are included in the business of the South Manchuria Railway Company it is evident that the company is destined to make the new company the foundation of the economic administration in the territory, remarks Mr. Sasaki, Director of the Tokyo Railway Company, in his contribution to the *Oriental Economist*. As England made use of the East India Company for the development of India, so Japan aims at utilizing the Railway Company for a similar purpose. Apart from the question of the advisability or otherwise of allowing the company to engage in such business as harbour works, maritime carrying trade, or electric lighting, there is little doubt that the company's right to carry on coal mining and warehousing along with the railway business, will have a most beneficial effect in the development of Manchuria. Some people may blame the Government for permitting the company to engage in coal-mining, on the ground of the failure of a similar policy, in respect to the Hokkaido. It must be remembered, however, that the business of the South Manchuria Railway Company is different from that of the Hokkaido. The fact that the Hokkaido Colliery Railway Company has been compelled to attach more importance to its own business even at the expense of retarding the development of the island as a whole must chiefly be attributed to the inadequate equipment of transportation facilities. With regard to Manchuria, however, a speedy opening up of its resources can hardly be expected unless coal-mining is allied to the railway business. The transport capacity of the Manchurian railway, when it is altered into the standard gauge as it is intended, will be such as to leave ample room for public demand after making provision for the mining business.

Turning to the warehousing business, it will be observed that the establishment of large warehouses at every important station where goods may be stored as occasion requires should be regarded as a progressive step in the railway business. On some of the great American railways a similar thing is already being done. The practice of sending a large quantity of goods from the producing districts direct to the centres of distribution irrespective of the condition of the market is not a very good plan. It is often liable to upset the equilibrium of the market resulting in a fall in price and consequent loss. If, on the other hand, goods are stored at warehouses within easy reach of the railway, and transported to the market by the railway, the balance between supply and demand would be maintained, and the producers will be liable to loss.

According to the orders received by the company from the Government the line is to be reconstructed on the standard gauge of 4 ft. 8 1/2 in. within three years from the commencement of business. This means that the Japanese Government attaches more importance to railway reconstruction in China and Korea than to those with the Siberian line. It is considered that the reconstruction of the Manchurian railway on the Russian gauge would not only involve a greater expenditure of money, but the Japanese authorities evidently consider it inadvisable from a military point of view. It would be a mistake to suppose that because the South Manchuria Railway Company has a monopoly of so many promising businesses there were no profitable enterprises or left for individuals or private companies in Manchuria. A. Besides the manufacture of salt, for which a company is now being formed on a large scale, mining and the manufacture of bean cakes would be amongst the most profitable and successful undertakings. The latter, especially, will prove a very lucrative industry when the harbour works of Taiten and the shipping arrangements are completed. At present the industry is carried on by Chinese in the neighbourhood of Newchwang by primitive methods, beans which are sent down the Liao by junk being the material used. If large factories are started at Tieling or vicinity where beans are produced and the produce is sent by rail to Taiten for shipment to Japan the industry is sure to make rapid progress.

[Japan Chronicle.]

Two steamers, said to be each over 1,000 tons, lying at the bottom of Port Arthur, are to be disposed of by public tender. The O.S.K. steamer *Sushu-maru*, which struck a sunken Russian ship at the entrance to Port Arthur, and settled down on her, is reported to have now sunk to the bottom, owing probably to the sinking of the bottom, and the cargo of broken shell, cartridge cases, damaged rifles, etc., have accumulated at Newchwang and Taiten whither they are taken from various parts of Manchuria by Chinese, who collect them on the battlefield. This old metal is being shipped to Japan in large quantities.

THE JAPAN SALT MONOPOLY.

A YEAR'S RESULTS.

The first period of the Government Salt Monopoly comprised the ten months ended March 31st, 1906. During that period it was estimated by the Government that it would be able to obtain the net revenue of eight million yen from the monopoly. Owing to adverse circumstances, however, the estimated profit fell short by ¥32,000. The extraordinarily plentiful rainfall experienced last year up to August greatly interfered with the production of salt, which was consequently much smaller than usual. The following table shows the output of salt in the country during the last eleven years—

	1,000 <i>kin</i> .	1,000 <i>kin</i> .
1895	1,001,465	885,414
1896	1,043,513	1,043,513
1897	1,074,090	1,074,090
1898	980,609	980,609
1899	1,112,244	1,112,244
1900	7,734,169	7,734,169
1901	1,007,243	1,007,243
1902	1,119,672	1,119,672
1903	1,293,354	1,293,354
1904	7,733	7,733

The partial failure of the salt output last year added to the fact that the operation of the monopoly was only just starting steadily forced up the price which by July had reached an abnormal rate. The Government did all in its power to bring down the price of salt to its normal level. As the first step towards this end the restriction regarding the quantity of salt to be imported from Formosa was removed and endeavours were made to bring as large a quantity as possible to relieve the pressure. Finding it still inadequate to satisfy the requirements, recourse had also to be taken to the importation of salt from England, America, Germany and even Annam and China. The returns of foreign salt imported during the last seven years are as follows:—

	Foreign salt: Formosan salt.	1,000 <i>kin</i> .	1,000 <i>kin</i> .
1899	13,230	—	—
1900	15,039	26,666	26,666
1901	18,335	25,188	25,188
1902	38,829	31,808	31,808
1903	34,521	49,918	49,918
1904	24,793	37,650	37,650

The production of salt this year is progressing very satisfactorily and there will be a considerable increase over that of last year. The quantity of salt bought and sold by the Government up to July last is as under:—

	Bought.	Sold.	Balance.
	1,000 <i>kin</i> .	1,000 <i>kin</i> .	1,000 <i>kin</i> .
April	99,419	87,558	11,861
May	112,777	90,697	22,080
June	114,016	82,953	31,062
July	117,497	84,972	32,525

DOMESTIC PRODUCTION AND FOREIGN IMPORT.

There have been many applications this year for the working of new fields, some of the applications being on quite a large scale. The Government, however, has not given permission in all instances. Prior to the carrying out of the monopoly salt production was to a large extent regulated by the law of demand and supply, but as all salt produced is now purchasable by the Government there is every probability of its production being unduly expanded unless some sort of restriction is devised. It would therefore be unwise to allow the opening of new fields *ad libitum* now and to follow it up later on by the restriction as to the quantity of their production. There is a strong feeling in Japanese commercial circles that the Government should exercise the utmost discretion in granting permission to new salt manufacturers.—[Japan Chronicle.]

VISCONT HAYASHI ON THE SITUATION.

JAPAN IN MANCHURIA AND KOREA.

Viscount Hayashi, Minister for Foreign Affairs, who is now residing at Kamakura for the benefit of his health, has given his views to a Tokyo journalist on some of the most important questions of current Japanese politics.

The Viscount first referred to the negotiations now in progress between Japan and Russia regarding a Treaty of Commerce and the fishing industry in Siberian waters. While not yet in a position to give the actual particulars of the negotiations, they are not yet completed, Viscount Hayashi stated that the attitude of the two countries in relation thereto is completely satisfactory, and a mutually beneficial conclusion may be looked for very shortly. Turning to the opening of Manchuria, the Viscount remarked that of the eleven military administrative offices established in Manchuria, only one or two are now in existence, all the rest being replaced by civil administration offices, so that the country might now be regarded as fully opened to foreign trade, and it would rapidly become the arena for peaceful competition in international trade. The Foreign Minister thought the Powers were now beginning to realize the sincere intention of Japan in opening Manchuria. A portion of the most powerful of the foreign Press demanded that special measures should be adopted for the control of Japanese undesirable characters, who were settling in Manchuria, but while Japan would do everything possible to maintain law and order it was a matter of extreme difficulty to single out individuals in a newly-opened country. The Japanese Government was determined to pursue the "open door" principle, treating Japanese and foreigners with absolute fairness.

Viscount Hayashi next alluded to the question of the establishment of a Customs House in Manchuria. Japan had no right, he said, to raise any objection to a Chinese Customs House in Manchuria outside the district under the lease, and the Japanese Government was fully prepared to consent to the establishment of such a Customs House, providing that similar provision was made for the frontier of China and Russia in North Manchuria, and the Japanese and Chinese Governments were already agreed in this principle.

Discussing the situation in Korea, Viscount Hayashi referred to the different statements of L. Ito-Shokoku, but as a matter of fact Korea was now in a state of tranquillity and there was nothing at the present time to excite anxiety as to the situation in the peninsula. Marquis Ito possessed the complete confidence of the Emperor of Korea and all questions were being decided on the advice of the Marquis. It was evident from reports from all sources that the Koreans, who had been tyrannized for centuries, were becoming convinced of the benefits of the new administration under the Japanese protectorate. The occasional dis-

covery of such trivial plots as that mentioned was not to be wondered at in a country like Korea where politics were undermined with conspiracy and intrigue.

Various rumours are still afloat in regard to Viscount Hayashi's leave of absence. A high official in the Foreign Office is credited with the statement that Viscount Hayashi has been long suffering from a brain complaint, and it had been his custom, in order to obtain a complete rest, to proceed to Hayama every Friday or Saturday, returning to Tokyo on Monday night or Tuesday morning in time to attend the regular Cabinet Council. He has now decided upon a prolonged vacation, taking matters quietly at Kamakura for a few weeks. Under ordinary circumstances, he may be allowed to attend his office at intervals, but the heavy pressure of official business during the war necessitates the Foreign Minister being in daily attendance, and this has proved too great a strain. Hence Marquis Saito has temporarily taken the office. Viscount Hayashi will resume his post within a month, when Marquis Saito will be released from the additional office.

Viscount Hayashi's leave of absence is supposed by some to be the outcome of a disagreement with his colleagues on the Manchuria question. It is stated that at first all the officials of the Foreign Office were precluded from the membership of the Manchuria Railway Company Promoting Committee, and this caused great offence to those officials, who blamed Viscount Hayashi. This trouble, however, is not generally regarded as the cause of the Foreign Minister's temporary retirement. The change of climate and the heavy work of the Foreign Office is no doubt responsible, and little notice need be taken of the rumours.

As we go to press we learn, says the *Japan Chronicle*, that the *Asahi* has received a Tokyo dispatch to the effect that Marquis Saito emphatically repudiates the report that the leave of absence of Viscount Hayashi is the forerunner of resignation. The Premier declares that Viscount Hayashi, having assumed his very onerous office immediately on his return from a long residence in London, has found the heat of this country very trying, so that his health has been impaired. His Majesty the Emperor is much concerned as to the Foreign Minister's health, and commands him to take a rest and change. His leave of absence is for no other reason than the benefit of his health.

PAPER MANUFACTURE IN JAPAN.

A PROMISING INDUSTRY.

The spread of education and the art of printing in this country has caused an increasing demand for printing paper, and from the Japanese mills has been found to meet the demand and this was more keenly felt during the war. In consequence there has been a marked increase in the importation of printing paper and pulp in recent years. The promising nature of the papermaking industry in Japan may be gathered from the proposed establishment of several new mills, the largest of which is to be built at Nakatsu, Gifu Ken, on the Central line, while schemes are in contemplation for the extension of many existing factories.

The Oji Paper Mill, Tokio, is the oldest of the kind in the country, having been established in 1872, but the active demand for printing paper did not become apparent until about fifteen years later. Between 1888 and 1892 there were established the Fuji, Jenji, Yokkai, and other paper mills to supply the growing demand, but prior to the outbreak of the Russo-Japanese war in 1904 the total annual production did not much exceed 30 million pounds. After the conclusion of the war a boom took place in the paper industry, in

THE TYPHOON.

GHOULS AT WORK.

BISHOP HOARE'S BODY SEEN.

MEETING OF THE RELIEF COMMITTEE.

Further particulars of the disaster which befell the Colony on the 18th inst., continue to reach us from various sources; the details of the yet unchronicled incidents are given below. Much have undoubtedly been held over for want of space, and the facts relating to some of the outlying districts have had to be kept out from the present issue on that account.

HONGKONG TYPHOON RELIEF FUND.

Mr. H. E. Hunter, hon. treasurer of the Hongkong Typhoon Relief Fund, writes us as follows:

His Excellency the Governor having appointed Mr. Sir Paul Chater, C.M.G., chairman of a Committee and Mr. H. Hunter, hon. treasurer, a meeting was held at the office of the chairman this afternoon, at which the hon. Mr. E. A. Hewitt was appointed hon. secretary.

It was arranged that a sub-committee under the chairmanship of the hon. the Registrar General should be appointed, which would deal with immediate cases of distress, and also consider the claims of formally registered owners of junks and sampans to assistance, in order to repair or rebuild their craft.

It was announced that the European and American subscriptions already amounted to about \$200,000 and it was hoped that this figure would be at least doubled. The Chinese subscriptions already amounted to about \$25,000, including \$10,000 received from the proposed San Francisco Relief Fund.

FO. THE BISHOP'S BODY.

A FURTHER SEARCH.

All hope of recovering the body of the late Bishop of Victoria has not been abandoned, and now there appears to be some chance of securing the mortal remains. The master of the *Shanghai*, which arrived from the Canton River yesterday, reported that at 2 p.m., on Thursday, he saw four bodies floating in direction of the Brothers, three being Chinese, and one undoubtedly a European, for it was wearing a white sweater and a Roman collar, and he therefore believed it was the body of the Bishop. This report was immediately communicated to the Rev. A. Stephens and the Rev. W. Bunbury, and arrangements were made at once to go in search of the body, for it was believed that to the condition of the wind and tide prevailing, the body would be driven on to the Brothers, and so might be recovered. Accordingly, yesterday afternoon, the Rev. Mr. Bunbury, with the *Stanley*, taking a coffin with him, in case the body, if recovered, should prove to be that of the Bishop. The Brothers are situated between Lantau and Castle Peak.

HK. C. & M. STEAMBOAT CO.

THE "KINSHAN."

Arrangements not having been completed for the departure of the *Canton River* (dredger) yesterday for the scene of the stranding of the *Kinshan* in Castle Peak Bay, the vessel on her mission this forenoon. Capt. W. E. Clarke, acting secretary of the Hongkong, Canton and Macao Steamboat Co., Ltd., left on board the *Canton River*. He will superintend the operations for the dredging of the mud bank, on which his company's fine vessel lies. There is every hope that the *Canton River* will be successful in her mission, and we trust to be able to announce in our next issue the safe return of the *Kinshan* to this harbour.

THE S.S. "HEUNGSHAN."

As soon as the dredger can be spared from the *Kinshan* she will proceed to the scene of the *Heungshan*'s wreck, and there Capt. Clarke will again direct operations. From previous reports of the dangerous position of the *Heungshan*, which she was wrecked in on the rocks, the task of salvaging her should be a difficult one and not nearly so profitable. It is, however, sincerely to be wished that difficult as the undertaking may prove, success will attend the efforts of the salvagers. A report which reached us earlier in the forenoon, left but little hope for the good *Heungshan*. It was stated that when passed by an incoming steamer late in the forenoon, it was concluded that the vessel had broken her back. One thing, however, is certain: the stern of the *Heungshan* was lying low in the water. With a view of obtaining reliable information a representative of the *Hongkong Telegraph* called at the office of the Company when he was informed that the latest official report to reach the Company was before last evening's issue, when no later news concerning the vessel had been received. As soon as the report of the *Heungshan*'s stranding reached Macao, H. E. Senhor Matinho Monteiro, Governor of the Portuguese colony, tendered to the Company's agent at Macao, Mr. A. A. de Mello, the offer of the gunboat *Rio Lima* to stand by the stranded vessel. Kind as the offer was, the Directors of the Company declined it with many thanks, as Commodore Pigot Williams had already very considerably despatched one of His Majesty's torpedo-destroyers to Sam Chau where she is still by her.

The enterprising captain of the *Protector* (salvage steamer), Messrs. Jensen & Co., agents, undertook to proceed to the *Heungshan* this forenoon on his own account. Equipped as the *Protector* is and successful as her attempts have been already when the fully submerged cases in this harbour, if the journey is not already too late the *Protector* may yet be able to render a good account of her enterprise.

AN INCIDENT OF THE LOOT.

An Indian gentleman, who was a passenger on board the steamer *Heungshan* when she went ashore off Lantau Island during the typhoon, made a report to the police to-day in which he said he was the loser of several hundred dollars in hard cash. In relating the circumstances of the loss to the police the gentleman was stated to have said as soon as the ship became unmanageable the Chinese, who were in a frightened condition, took to the sea. One person, the gentleman said, before jumping into the sea, caught hold of him by the coat pocket and jumped. His pocket was ripped and several important letters in which were enclosed the money were blown away.

THE S.S. "PATSHAN."

The *s.s. Patshan* is still in her secure position in Hungshom Bay. A second attempt was not made, as was expected yesterday, to tow her off to-day. She lies in too shallow water, and now the opportunity is missed for the tugboat which the *Robert Cook* will make her second and, probably, the successful effort to pull her off. Meanwhile there is absolutely no fear as to her safety.

THE COMPANY'S SCHEDULE.

An amended schedule of the river service appears on the second page of this issue.

THE DOCK CO.

THE S.S. "JOHANN" RELOADED.

The *s.s. Johann* was refloated last night. The *Protector* was employed to pump the water out of the *Johann*'s submerged stern. This proved to be a comparatively easy job for the *Protector* with her powerful pumps, and by this morning the damaged steamer was safely alongside the Dock Co.'s wharf at Kowloon, having been towed to the harbour by the *Protector*.

THE "SORSOGAN"

Messrs. Jorge & Co., the Hongkong representatives of the owners of the *Sorsogan* in Manila, received instructions this morning to leave the refloating of the vessel to the Dock Co.; the damage sustained by the *Sorsogan* by the typhoon will, we understand, be made good by the underwriters.

CAPTAIN G. DODDS.

To the list of rescuers, who by their heroism have been instrumental in saving hundreds of lives, must be added the name of Capt. G. Dodds, of the dredger *Canton River*, who rescued seventeen Chinamen on the fatal morning of the 18th inst.

Mr. W. F. Ford, harbour engineer, in the employ of the Dock Co., had a unique experience. He was on board the launch No. 1. As soon as the weather became threatening on Tuesday he let go two anchors in midstream, but these soon dragged and working alone unaided by the crew, he managed to drift down to the bay-right opposite Fenwick's works without the least damage. A junk which was drifting towards the No. 11 was run into and sank by her.

THE T.P.R. "FRONDE"

There is every hope of raising the French torpedo boat *Fronde*, although to all appearances she is as good as a total wreck.

MISCELLANEOUS REPAIRS.

The American sailing ship *J. F. Chapman* is about to be docked for repairs. It is reckoned that from twenty to thirty vessels will have to pass through the hands of the Dock Co. as a direct result of the typhoon.

THE S.S. "KINSHAN."

Messrs. W. S. Bailey & Co. were busy for the greater part of yesterday, making an examination of the submerged *Kinshan* opposite the Golden Cove premises at Kowloon. Divers were sent down to ascertain the exact condition of the vessel, and we are glad to be able to state that they found her apparently completely intact. The *Kinshan* lies on a soft bottom, with her bow embedded in the soft mud, some three feet or so. She lies only a few feet from the shore, and her bumping against the wharf before being carried away by wind and water across to Kowloon. The report that her entire crew was lost is incorrect, inasmuch as only the skipper (Capt. Meade) and the 3rd engineer were lost with the vessel. All the other members of the crew were saved.

THE GAS WORKS.

ESCAPED SCATHLESS.

Too much praise cannot be bestowed upon the staff of the Gas Works for maintaining the City service without interruption through a trying time, from the worries of which the works did not entirely escape. Although no actual damage was caused to any part of the works the company's premises were, at one time, while the typhoon lasted, in considerable danger of being flooded by sea and rain water. The entire works were inundated to a height of three feet of water, and it was due to the untiring efforts of the European staff that the water could be kept out of the retort house and back from the fires, that the manufacture of gas was not discontinued. In this connection it should be mentioned that Mr. J. McCubbin, resident engineer, Messrs. E. W. Terry, A. Sheffield and W. Goodfellow worked incessantly for hours to avert the danger of flooding. Several gangs of Chinese coolies were employed to bail out the water, and to prevent a greater mishap than the bailing gang could successfully cope with all the inlets were blocked with planks and clay. The only damage sustained by the Gas Co. was twenty bars on street pipes and a large number of lamps blown down by the terrific force of the wind. The *Praya* in front of the works was completely torn up, and in consequence a portion of the carbide under water in the westernmost district was damaged by a quantity of water, getting in through the broken lamp-service pipes, partly shutting off the street lamps only. The house service, however, was not interrupted at all, by promptly employing men to pump the water clear of water before midnight of Wednesday, the Company was able to restore the lighting to this part of the island. Two companies were worked ashore near the Gas Works, but no other wreckage or dead bodies have been found there. The Company is to be congratulated on its exceptional good fortune in escaping practically scathless.

A PITIFUL SIGHT.

If any further sign were wanting as to the degree of poverty and destitution of the unfortunate sufferers by the late visitation, it would be found in the sight of the groups of half-starved looking women and children grubbing—literally grubbing—amongst the already offensively-spilling refuse and garbage of all descriptions which have been lying in piled up heaps along Connaught Road, since Tuesday last, for what they can find. These poor creatures carry small baskets, and every row and again they may be seen, picking up and depositing in the baskets some "treasure-trove," though goodness only knows of what it consists. Out of such stuff what can come? And yet they seize upon their "finds" with avidity, ready to quarrel with anyone who dares to dispute their right to it. Can one imagine a more pitiful sight?

DRIFTED BUOYS REPLACED.

Mr. E. Jones, Assistant Harbour Master, as well as Mr. M. McTier, and Mr. Meugens, boarding-officers, had another very busy day—the former securing and replacing in position, buoys that had got adrift, and fixing moorings that had also got adrift through dragging, and the latter cleaning the harbour, and ridding it of its flotsam and jetsam. In all, 15 buoys were secured and replaced in their proper positions, but it will take some days before the two new Fairweather buoys will be ready for placing, as by the appearance of them, they seem to have been in some sort of collision—probably with derelict junks floating by—and may need to be repaired before they can be moored once again in their places.

TO BLOW UP WRECK.

As the wrecks in the harbour may drift on to the Fairways and become a menace to navigation, arrangements are being made by the Harbour authorities and the naval authorities to blow up all those wrecks in the harbour which cannot be otherwise dealt with, and which there is now no chance of salvaging. The former buoy that was foundered at San Chung is drifting out into the harbour.

THE HARBOUR OFFICE.

We are requested to state that the Harbour Office will be open for business to-morrow (Sunday) as on week days.

DONALDSON'S BODY RECOVERED.

The steam launch *Dryphing*, which went about the harbour yesterday, on an errand of rescue, recovered the body of Mr. Donaldson, which was removed to the mortuary, to await interment. No trace has as far been found of the bodies of the children.

HARBOUR DEBRIS CLEARED.

The greater part of the debris, wreckage, and so on, has been now cleared from the central part of the harbour, under the supervision of Mr. Meugens, boarding-officer, and but for the extraordinary absence of the sampans and small junks, affording so much evidence, and quite one of the features of the harbour, the latter is gradually assuming its normal condition and appearance. But there is a significant, not to say pathetic, absence of the city of "Sampans," which usually greeted everybody going down the street towards Blake Pier, and along Connaught Road Central—the cry so lately emanating from old women and very small children alike. But the alofttime cries of "Sampans," "Sampans," have changed their cry, and now along the *Praya* West it is to be heard instead the mournful, appeal for *cumyda* and *chow-chow*, and the appellants look, in most cases, as if they needed it, and but few Europeans, and the better class of Chinese, turn a deaf ear to that appeal.

SCARCITY OF LABOUR.

From every police station in the Colony comes the cry of the scarcity of hands to assist the police in the work of relieving the waters of Hongkong of its dead. The superstition, the average coolie has of handling "dead bodies" is the means of throwing more work on the shoulders of the police. Many of the coolies preferred to sacrifice the inducement offered than to take part in the gruesome work. There is no doubt that a number of coolies, casting aside the old ideas, have done good work with the police, but there are a few, who, although signifying their willingness to take part in the work might as well have been at home for all the assistance they rendered. Three officers from No. 2 Police Station—Inspector Goulay, Sergeant Lee, and P. C. 37 Hynes—whose object it is to rid the waters of Wanchai of the corpses as soon as possible, reserve every credit for the good work they have done so far. If every police station had worked hard during the past few days, P. C. Hynes has done doubly so, for as soon as operations for the removal of bodies from the harbour were commenced, this officer has been in the harbour every day, wading deep, dragging out the bodies, and which were "boxed" by Inspector Goulay and Sergeant Lee, who were assisted by a number of coolies.

PICKING UP THE DEAD.

The four launches, which were engaged by the Tung Wah Hospital to patrol the waters and to pick up the dead, have gathered in quite a large number. Attached to each launch is a boat, and every day the bodies are picked up, and which were "boxed" by Inspector Goulay and Sergeant Lee, who were assisted by a number of coolies.

POLICE LAUNCH SAFE.

Police launch No. 3, which has been missing since the 18th inst., with Sergeant Boulger and P. C. Berry aboard, is reported to be safe. No particulars could be obtained from the police to-day regarding the launch. Where she is, what happened to her during the typhoon, and what casualties occurred on board, were questions put to the police, but no reply could be obtained. They knew nothing more than that No. 3 is safe.

DEAD POLICEMAN SEEN.

The body of Indian policeman 812, who was drowned in the morning to his station, was found on board the launch *Ving Fat*, which was seen floating in the harbour last evening, and was later picked up by the search party.

ROBBING THE DEAD.

The campaign against looters is still being vigorously carried out by the police at every station in the Colony, and a large number of men are arrested daily for plundering. This morning, at the Police Court, a coolie, who said that he was engaged by the Tung Wah Hospital to pick up corpses, was charged by Inspector Goulay with robbing the dead. The coolie was seen to have dragged the body of a woman out of the water, placed her on the beach, and removed from her a jade-stone bangle. Mr. F. A. Hazledorn dealt with the coolie very strongly and sentenced him to six weeks' hard labour and six hours' stocks.

AN INDIAN CHARGED.

An Indian, who is connected with a regiment at Kowloon, was also charged with being in unlawful possession of a large quantity of cotton. The defendant obtained the cotton from the beach at Kowloon, and as he had nothing to say, Mr. Hazledorn fined him \$5.

PLUNDERING A PASS-BOAT.

Two fishermen came before the Court, charged with plundering a pass-boat. The boat, which is owned by a small-holder of the Central Market, turned turtle off Cap-sui-moon during the gale. Yesterday afternoon the defendants were seen smashing her up in search of loot. Finding nothing, the men removed part of the boat. Mr. Gumpert sent them to gaol. Another coolie at Yau-ma-ti had 4,437 sheets of copper in his house when the police paid him a visit. But an Aberdeen fisherman was the best of all. "He came over to Hong-kong on purpose to obtain a marine hawker, who accompanied him back to Aberdeen. The fisherman got to work at once on arrival and was so wretchedly off that he abandoned the collapsed buildings and selling it piece by piece to the marine hawker, who sat near by. They were doing well, until Inspector Dymond, marched the pair off to the station. This morning the fisherman had \$50 to pay and six hours' stocks, while his friend, the marine hawker, contributed \$5, for receiving stolen property.

DEAD BODIES.

A gentleman who came to town from Shau-ki-wan this morning said that all along from Shau-ki-wan and as far down as Causeway Bay, the water and the beach are strewn with corpses. Inspector Robertson, of Shau-ki-wan, reports that up to the present he has not discovered the bodies of any European floating down his way.

MORE MISSING.

Almost every hour of the day some person makes a report that somebody is missing, and the police at a few stations were kept busy yesterday taking down the particulars of every report made.

TRIM-TA-TRUI.

Inspector Langley, of the Water Police Station, reports that over fifty bodies were picked up in the harbour at Kowloon yesterday.

THE NEW TERRITORY.

After three days without being able to communicate with Hongkong, the police from the New Territory, giving particulars of the damage done, arrived in the Colony this morning. At Tai-po, we gather that nine persons—five of that number being an entire family, and the

of which was employed in the Land Court—were killed by collapsing houses.

A large number of houses have collapsed there and in the surrounding districts and a good few seriously damaged, some being in danger of collapsing.

At Tai-po there were several landslides, and part of the road has been washed away.

AFLOAT.

Again the sampans folk were the worst sufferers. According to the official report we learn that a number of boats were destroyed, while some thirty-six persons are reported missing.

NO WORD FROM OTHER STATIONS.

The absence of reports from Sheung-shui and Sai-kung police stations suggests that no damage was done to them by the typhoon and that they had nothing to report.

THE SHARE MARKET AFFECTED.

Messrs. Birch, George & Co. make the following remarks concerning the typhoon in their share report of to-day's date:—Since the issue of our last circular very little has been done in shares, business having been interrupted, partly by the typhoon which passed over the Colony on the 18th inst., and partly owing to the Jewish new year holidays. On the morning of the 18th inst. the centre of a typhoon passed over the Colony, and although it spent its force in the short time between 9 and 11 a.m. the havoc wrought on shore and afloat, especially on the water, is terrible to contemplate, and the losses are calculated to amount to several millions of dollars, besides causing a fearful loss of life afloat. On the Hongkong side of the harbour hardly a wharf or pier remained undamaged, but we are glad to say that the wharf of the Hongkong, Canton and Macao Steamboat Company, situated comparatively little damage. On the Kowloon side the newly built landing stage and shelter of the Star Ferry Company, nearly gone, and of the three fine long piers of the Hongkong and Kowloon Wharf and Godown Company two are badly damaged, having been stripped of all the upper wood-work, only the piles remaining standing. This Company has also nearly all their lighterage sunk, of which, however, so far, we have already heard, and it is expected that the majority of them will be recovered. Besides innumerable lighters, steam launches, junks and smaller craft, about thirty-five steamers have been either sunk, stranded or otherwise damaged. The Star Ferry Co. had one of their steamers stranded in Kowloon Bay, where the Hongkong, Canton and Macao Company's steamer *Fathian* is also ashore, but her damage does not appear to be very heavy; the same Company's steamer *Kinshan* lies stranded on a sandbank near Castle Peak Bay, and it is expected that she will be got off in a few days, while the same Company's steamer *Heungshan*, which went on the rocks at Sam Chau, a small rocky island north of Lantau, although heavily damaged, may perhaps be got off also. Naturally the market value of boats and wharves dropped immediately, the former to \$25, and the latter to \$95, but on the other hand the local Dock Company's shares have improved rapidly, and are now at \$155, as the Company has been paying well in view to last for over months at least. There has been very little done in other stocks and quotations remain pretty much unchanged.

The following telegram is from the U.S. Consul-General:

"Manila Observatory, 8.10 a.m. September 22nd and 23rd.

"The typhoon entered China Sea near parallel fourteen north at eight m.m. moving to West by North."

THE STEAMBOAT CO.'S FLEET.

CAPTAIN ME DE'S BODY RECOVERED.

AT THE DOCKS.

As the days go on the tales of results of the typhoon increase in all their hideous gruesomeness, for to-day completes a week since that fatal, devastating, and all-destructive, and it is feared over us, leaving such a dire tale of woe in its wake, and now, indeed, is the awful aftermath. From all sides come tales of the finding of what were once "God's creatures," but what are they now? Here is a report of a "body," skeletonized by fish—there bodies too inflated to be placed in coffins of ordinary size, and again "bodies flung to pieces at a touch."

The Police, the Military and the Sanitary Officials are all busy in the doing up of the dead, and the history of this holocaust comes to be written in good work will shine out as a bright spot in all the lurid hideousness of its environment. The expedition which went out on Saturday to look for the Bishop, in the region where his body was reported to have been seen, was successful, and at last, was generally conceded that it would be useless to make any further attempts to find him, for it was thought he had gone beyond recall. And then came the startling news that the body of a European, clothed in a white sweater, had been found on the beach in Macao, and was believed to be that of the Bishop, and once again surprise was life as to whether it was really so, and if so, why the funeral should not take place there. The body of Captain Meade, late of the *s.s. Kwongchow*, was recovered by the search party on Stonecutters Island, where it had been thrown up by the sea, but he was only identifiable by a ring he wore. Divers have been down examining the *s.s. Kwongchow*, and they report that her two decks are packed with dead Chinese passengers "like sardines in a box," while the comrades of the steamer are reported to have had a mental balance upset. Police launches have suffered more or less damages, but fortunately without loss of life. As for those launches which were lost, amongst mariners and others, there seems to be a general opinion that many might have ridden out the storm, if they had but stuck to their posts, instead of huddling together, as it is alleged they did, in the engine-rooms. Yesterday, as again, launches were unable to operate round the harbour. Dredgers were damaged, native "coffin-junks" capsized, and confusion generally rendered worse confounded in the harbour, and salvage operations were considerably hampered, owing to the boisterous weather. Latest details from all sources are given below.

MESSAGES OF SYMPATHY.

FROM MAURITIUS.

His Excellency has received the following telegram from His Excellency the Governor of Mauritius:—

"In the name of my Government and on behalf of the people of Mauritius I beg you to accept expression of sincere sympathy with your Government and the people of Hongkong in recent disaster."

"(Signed), BOYLE."

To which His Excellency has sent the following reply.

"On behalf of people and Government of this Colony I cordially thank you for sympathetic message."

"(Signed), NATHAN."

22nd September.

23rd September.

24th inst.

25th inst.

26th inst.

27th inst.

28th inst.

29th inst.

30th inst.

1st October.

2nd October.

3rd October.

4th October.

5th October.

SINGAPORE'S SYMPATHY.

His Excellency the Governor has received a telegram from his Excellency the Governor of Singapore to the following effect:—

"Legislative Council desires to express deep sympathy with sufferers in recent typhoon."

"(Signed), ANDERSON."

To which His Excellency has replied as follows:—

"I am most grateful to Colony for expression of sympathy which I will communicate to Colony."

"(Signed), NATHAN."

VICEROY SHUN.

His Excellency the Governor received a telegram this morning from Commodore Lin Chien Chuen conveying a message of sympathy from his Excellency the Viceroy of the Two Kwangs. This message would have been conveyed by telegraph but for the breakdown of communication. His Excellency the Viceroy has also sent a contribution of \$3,000 to the Relief Fund and offered services of two gun-boats.

HK. C. & M. STEAMBOAT CO.

THE S.S. "HEUNGSHAN."

Considerable interest naturally centres around the salvaging prospects of the steamer *Heungshan*, belonging to the Hongkong, Canton and Macao Steamboat Co., Ltd. By reason of the fact that a very large number of investors both here and in the neighbouring ports have wisely had their money put into this carefully conducted and economically managed concern, it has been our purpose to secure the latest information concerning the steamer. The *Heungshan* is a fine vessel, the steamer belonging to the Steamboat Co. An ugly report was afloat on Saturday to the effect that the *Heungshan* was as good as a hopeless wreck, but fortunately the worst fears for the staunch vessel need not be entertained. Capt. G. F. Morrison R.N.R., who piloted the *Heungshan* on the fatal Tuesday morning, came to Hongkong yesterday by the *Protector* which, it will be remembered, set out on Saturday to examine the position of the *Heungshan*. Capt. Morrison is very sanguine of success attending the salvaging of his fine steamer and is believed to have expressed the opinion that with continuous hard work for a month there is no doubt that the *Heungshan* will be refloated. Captain Morrison returned this morning to his ship by the same Company's steamer *Lungshan* which had been detached from the Macao-Canton run to do the double duty of despatch and patrol boat between the *Kinshan* at Castle Peak Bay, the *Heungshan* at Sam Chau, and Hongkong, and also to stand by either of the ships upon emergency. The *Lungshan* had to put in for shelter yesterday on account of the boisterous state of the weather. We understand that arrangements have been completed for the *Protector* to raise the *Heungshan* and the repairs, we need not say, will be entrusted to the Dock Co.

THE S.S. "KINSHAN."

The powerful dredger *Canton River* is at work ploughing the bed of the bay at Castle Peak. She will cut a channel for the river boat to slide out with the assistance of a tug. It will not be many days before residents will have the pleasure of seeing the *Kinshan* picking her way into the harbour under her own steam. We have it from a competent engineer that the *Kinshan* should be refloated within this week.

THE S.S. "FATHAN"

lies snugly in her secure position. All yesterday the Steamboat people concentrated their efforts in discharging the valuable cargo on board the *Fathian*. It consists of 9,000 rolls of Canton matting and \$65,000 worth of raw silk. It speaks much for the safety of cargo handled by the Company when it is mentioned that out of this enormous and valuable shipment only two rolls of matting were washed away, due to the fact that they appeared to be on board the Company's lighter which, of course, foundered.

THE WHARF.

The steel wharf stood the test well. Whereas all wooden piers along the waterfront were more or less demolished the river Company's wharf sustained practically no damage at all, and what little of it that has to be noted is accounted for by the numerous junks bumping and scraping off here and there a little of the cement rendering. The mast of a junk fell against one of the posts carrying the electric wires, the post being bent. This was the only comparative serious damage if it can be so-called.

THE PASSENGER TRAFFIC.

With the temporary deficiency of three of the Company's largest vessels all ashore the passenger traffic on the remaining vessels is excessively heavy. On the last trip of the *Powan* to Canton yesterday she carried 2,000 steerage passengers, besides all the saloon cabins full with an exceptionally large number of tourists. No advantage has been taken by the management to raise the saloon passage fares, but the steerage rates had been put up to normal fares. All these months by reason of the excessive competition on the river native passengers were charged barely paying fares. The *Powan* had to turn away from 700 to 800 passengers last evening. This morning the *Heungshan* carried a full cargo of living freight. If accommodation could be provided for 5,000 passengers more quite that number would flock into the boat.

AT THE DOCKS.

The energy of the Dock Co.'s staff in all the three establishments has been taxed to the utmost limit. Work was rushed on the repair to the Cosmopolitan Dock calson damaged during the typhoon. It was expected the calson would be ready to-day and so the dry-dock available to-morrow (it is badly needed). The *Empress of Japan* was towed out of the No. 1 Dock shortly after 7 o'clock this morning, and her place almost immediately taken by the *Prins Waldemar*. Repairs will be effected on this boat with all expedition to accommodate the next in the order of booking. The *Kilat* is scheduled as to the port of repairs. It is hoped Kowloon will not lose her. The French torpedo-boat destroyer *Francisque* was taken into the No. 2 Dock, while his Majesty's gunboat *Mooreen* rests on her keel in one of the slips. The *s.s. Taku* will take her turn next for the repair of the dent on her side fortunately above water-line. H.M.S. *Flora* will also require docking for cleaning and overhauling. All Saturday evening and yesterday a Dock tow-

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was said to be buried there. They eventually unearthed \$10,000 worth of leather, that was stolen from the sea beach, and two tons of cotton yarn.

THE DEATH ROLL.
Up to a late hour yesterday no less than fifty-one dead bodies were picked up by the police at different stations.

In the police reports which arrived at headquarters this morning from Sai-kung, New Territory, it was reported that thirty-seven persons in that district "are dead and missing."

Reports of missing junks are still being made to the police. Up to yesterday no less than twenty-five junks and sampans were reported at different police stations as missing.

NO FISH DIST.
News reached us to-day of a gruesome discovery that was alleged to have been made in the culinary department of a hotel in this Colony. It was to the effect that in the belly of a good sized fish, which was being prepared for the table, was found two human fingers.

DERELICT FLOATING CRANE.
A report was brought in to the Harbour Office yesterday, that a floating crane had been seen passing out of Lye-wei Pass, by one tide, and returning by the next. On receiving this report the Harbour Department launched *Victoria* was dispatched to investigate. However, it was learned that in the meantime a private launch had found the crane, and towed it in shore.

EUROPEAN LADY'S BODY SIGHTED.
The master of the s.s. *Liberty*, which arrived in port this morning, reported that when about 20 miles east of Waglan, the body of a European lady floated by. The body was dressed as to the upper part, in a blouse, and what appeared to be a leather belt, but the skirt and petticoats had apparently been washed off. It is not known here whose body this could be, as no ladies are known to be missing from the Colony.

On the same day, when about five miles east of Waglan, some seven bodies of Chinamen were also seen floating past.

CARGO-DIFFICULTY FROM CANTON.
The great difficulty and inconvenience felt by the shipping in port, owing to the scarcity of cargo-boats and lighters, and the exorbitant charges demanded by the owners of those remaining afloat, and able to do the work, shipping firms in Canton were approached for assistance, by their agents here. The result of this has been that this morning twelve boats arrived from Canton for lightening work, being consigned to Messrs. Wenzel & Co., the Ng Yuen Hing firm, and Chee On Company, respectively, and more are expected. But it is maintained to be a matter of time before the boats will be able to work here, without interference from the local lighter owners.

"LET US HELP HONGKONG."
The *Manila Times* of 20th inst. writes:—In the midst of the festivities attendant on the change in the office of Chief Executive of these islands we are prone to forget the dire misfortune which has befallen our British neighbours and friends in Hongkong.

From the accounts which have been received that proud city has been almost overwhelmed by the disaster of two days ago—a disaster which from its appalling severity will become memorable in the annals of storm and flood, catastrophes.

In its dire distress it seems fitting that we extend a hand of sympathy and commiseration. It is true that at times we have our little jealousies and bickerings and we must acknowledge a sense of trade rivalry, but "blood is thicker than water" and in such times as this we can afford to obliterate and ignore petty strifes and animosities.

We would not forget that when our proud city of San Francisco was laid low our British neighbour was one of the first to stretch out a helping hand to our stricken brethren across the water. Nor did it content itself with the mere formal expression of sympathy which costs nothing and aids nothing; material assistance was forthcoming and among the contributions to the poor people of San Francisco the gift of Hongkong found an honourable place.

It is therefore doubly fitting that in its hour of tribulation and sorrow we express our condolence with our neighbour, and if the need exists give of our means in affording relief.

As the poor Chinese in Hongkong seem to have been the chief, if not the heaviest sufferers from the disaster, doubtless the Chinese colony here would gladly and substantially co-operate in any movement of this kind.

We take the liberty of suggesting that our Governor-General express our sympathy with our neighbour across the narrow stretch of water which separates but does not estrange us, and make inquiry to ascertain if we can be of any material assistance to Hongkong in its hour of distress.

THE TYPHOON RELIEF FUND.

27th inst.

Mr. H. Hunter, the Hon. Treasurer, acknowledges with thanks the following subscriptions:

Standard Oil Co. of New York	\$10,000
Asiatic Petroleum Co.	5,000
Hongkong & Shanghai Banking Corporation	5,000
Canadian Pacific Railway Co.	3,000
Hamburg Amerika Linie	3,000
Messageries Maritimes	3,000
Mitsui Bussan Kaisha	3,000
Norddeutscher Lloyd	3,000
Penninsular & Oriental Steam Navigation Co.	3,000
Butterfield & Swire	2,000
Charter & Co.	2,000
Madine Matheson & Co.	2,000
Pacific Mail S. S. Co. (Occidental & Oriental S. S. Co., Tokyo)	2,000
Kisen Kaisha & Portland	2,000
Asiatic S. S. Co.	2,000
E. D. Sassoon & Co.	2,000
David Sassoon & Co., Ltd.	2,000
Shewan Tomes & Co.	2,000
Yokohama Specie Bank	2,000
European Community Canton	1,500
Arnold Karg & Co.	1,000
Gillman & Co.	1,000
Melchers & Co.	1,000
Reiss & Co.	1,000
R. Riensacker	1,000
Siemssen & Co.	1,000
Yeung Yan Kwai	1,000
Punchard Lowther & Co.	700
Collected by China Mail Ltd.	530
Bradley & Co.	500
Chang Chin Huen	500
Han, Mr. W. J. Gresson	500
Gibb Livingstone & Co.	500
Hongkong and China Gas Co., Ltd.	500
H. Hunter	500
Sir Thomas Jackson, Bart.	500
E. B. Kadourie & Co.	500
H.E. Sir Matthew Nathan, K.C.M.G.	500
H. Skott & Co.	500
A. M. Eschbayer	500
Collected by China Mail Ltd.	250
A. Babbington	250
W. A. Crickhead	250
Hon. Mr. E. A. Hewett	250
John D. Humphreys & Son	250
J. Saunders	250
Stewart Bros.	250
H. E. Tomkins	250
A. S. Watson & Co., Ltd.	250
S. S. Lowe, Birmingham	250
Staff & Students Ellis Kadourie College	200
John Hamilton	150
D. M. Nisla	150

A. J. Raymond	150
C. H. Fong	150
Bellion Public School	137
Captain & Officers, R. C. Kaipan	130
Asgaard Thoresen & Co.	100
E. V. Brennan	100
Chan Chi Hing for Li Yan-tsun	100
Chan Shun Po	100
Collected by China Mail Ltd.	100
Col. Darling, R.E.	100
Dominican Missions in the Far East	100
"Empress of China" Charity Fund	100
Emigration & Disinfection Bureau	100
Lid.	100
C. L. Gorham	100
T. P. Hall	100
Hongkong, Canton & Macao Steamboat Co., Ltd.	100
Hongkong Daily Press	100
Intendant & Davis	100
C. W. May	100
J. C. Peter	100
A. Shaw	100
Hon. Mr. T. Sercombe Smith	100
Societe des Missions Etrangeres	100
Dr. Stedman, Rennie & Harston	100
Dr. & Mrs. Heston Wright	100
Chinese Foremen & Staff Cotton Mills	98.80
Staff & Students Sanying School	60
Masters & Scholars Wansai Government School	57.23
Hon. Mr. F. J. Budeley	50
Hon. Mr. F. J. Budeley	50
Chan Chi Hing	50
Capt. C. A. Coleman	50
S.S. <i>Empress of Japan</i>	50
Jawor N. C. O. & Sappers Royal Engineers	50
Kruse & Co.	50
A. Moir	50
Sir Francis Egmont	50
Vicars Oil Co.	50
Capt. C. L. Vaughan-Lee, R.N.	50
Commodore & Mrs. Williams	50
Y. W. G. A. Surplus Money	50
Daniel Jaffe, Esq.	47.32
C. M. G. Barber, Esq.	47.31
Archdeacon Banister, Esq.	44.86
Mr. & Mrs. R. J. L. Wright	30
Indian Foremen & Staff Cotton Mills	25
Anonymous, Kowloon	25
A. van de Gande Bakhuysen	25
Mr. & Mrs. W. A. Wyley	25
W. Dunbar	25
C. Ewens	25
D. Forbes	25
G. S. Forsyth	25
J. Scott Harston	25
H. T. Jackson	25
Mrs. Alice Jones	25
Geo. P. Lammert	25
J. McCubbin	25
J. C. Moxon	25
T. M.	25
J. S. Perry	25
Lady Pigott	25
M. S. Sassoon	25
Mr. Col. E. H. Seymour	25
E. Shaw	25
E. W. Terrey	25
Dr. J. C. Thomson	25
S. W. Tso	25
W. J. Titcher	25
A. W. Wong	25
Chinese Chamber of Commerce, R. S. Kaipan	24.10
Mrs. Chi Ling Shi	20
Dr. & Mrs. G.	20
H. Gittins	20
B. Brotherton Harker	20
P. K. Knyvet	20
H. Pinckney	20
Mrs. So Hop E.	20
A. W. J. Watt	20
R. N.	15
Capt. T. Anderson	10
J. C. A.	10
H. Blunt	10
Thos. W. Clarke	10
R. A. Dastur	10
Kavajie Edulji	10
Dr. C. R. Hager	10
H. Hurschouse	10
Ben Johnson	10
E. S. J.	10
David J. Lennox	10
D. E. McHugh	10
Miss Jessie & Miss Macnamara	10
E. M.	10
D. M. Mickle	10
H. W. Moxon	10
L. Murphy	10
A. C. Putley	10
Mr. & Mrs. J. V. Remedios	10
Mrs. Shi Kee	10
J. R. W.	10
M. L. C.	5
M. O. Clark	5
J. L. Connor	5
J. C. Gardar	5
T. L. Hatmson	5
Mrs. Leung Che Shi	5
E. H. Long	5
F. H. Love	5
W. T. Pigrum	5
M. L. Thompson	5
H. R. W.	5
Anonymous	2
Anonymous	2
J. C. Garretto	2
Billy	2
Mak Maria	2
J. T. V.	2
B. W. S.	2
Chau Chik	1.50
Geo. E. Dunkan	1
V. R. Sequeira	1
Mrs. Tsang Kai	1
Mrs. Wong Ah Kau	1
Chu Loung	20

Further subscriptions are invited and will be duly acknowledged.

Lists will be found at—

The Hongkong Club

The Hongkong & Shanghai Bank

The Hongkong Hotel

The Hongkong Dispensary

Messrs. Kelly & Walsh

Messrs. Land Crawford & Co.

77, 213, 65

EUROPEAN DISCOVERED.

The Customs Officer at the Lappa Customs, Nine Islands station, reports that amongst other corpses washed ashore near the station was one of a foreigner described as about 5ft. 10in. to 6ft. in height, with light brown hair and moustache, teeth very irregular, and clad in white duck trousers, and a thin singlet.

There was also an Indian with clean-shaven head. The bodies have been buried and the graves marked.

LOOTING.

An Indian policeman named, Mohamed Akbar, No. 625, was charged at the Police Court, yesterday, with stealing from a vessel in distress, at Shau-ki-wan, on the 19th instant, four bags of rice and \$61 in hard cash. The case was remanded. Bail \$250.

A fisherman at Aberdeen who stole a boat from a woman on the 18th instant, was charged before Mr. F. A. Hazeland, this morning, at the Police Court. The defendant refused to return the boat when asked, but instead went away obtaining a licence to ply the boat. He was sentenced to three weeks' hard labour. Four shoemakers, residing at Hunghom,

were prosecuted before Mr. H. H. J. Gompertz, to-day, for stealing from a distressed junk, in Kowloon Bay, on the 18th instant, \$750 worth of leather. The leather is the property of the "North-China Insurance Company, Ltd. Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, appeared for the prosecution, and asked for an adjournment, which was allowed until Monday next.

HELP FOR BOAT-OWNERS.

RELIEF COMMITTEE.

28th inst.

A meeting of the Typhoon Relief Committee was this afternoon held at the office of Sir Paul Chater and was largely attended.

The sub-committee appointed to deal with cases requiring immediate relief reported that they were dealing through the T. T. Wang Hospital with immediate cases of distress, and it was agreed that this measure of relief should be continued and extended throughout the British Territory.

At the suggestion of H. E. the Governor the Assistant Superintendent of Police and Assistant Land Officer at Tai Po were appointed a sub-committee to deal with such cases as had arisen in the districts north of Kowloon Hills and to report any further desirable measures of relief which were brought to their notice.

The sub-committee reported that they had gone very fully into the question of the assistance to be rendered to the junk and cargo boat population and recommended as the best method of procedure that a certain sum proportionate to the value of boats damaged or lost should be advanced under security for the carrying out of the purpose of the advance.

A large number of losses of registered boats have already been reported to the Harbour Master and Registrar-General.

The report stated that subscriptions from foreigners to date amounted to about \$90,000, and his list was not yet complete. The Tung Wah Hospital reported about \$70,000, of which some \$28,000 had been received from outside the Colony and they also hope to further increase this sum.

The amount already collected, while large, even while doubled by the Government, will still fall far short of the amount estimated as being required to relieve distress and pressing needs of those who have suffered throughout the Colony by the recent storm.

SUB-COMMITTEE'S RECOMMENDATIONS.

The sub-committee of the Typhoon Relief Fund have had, under their consideration, among other matters, the question of the relief to be given to the owners of cargo-boats, sampans and other native craft lost in the typhoon of Tuesday last. At a recent meeting it was decided, we understand, that the recommendations to be made to the General Committee will take the following form in more or less general terms. It is not the intention to take upon members that the lost boats to be more expeditiously replaced than otherwise. Those preferring to buy boats from Canton or neighbouring places will be allowed to do so at their option. Guarantors must be furnished by the borrowers as a *bona fide* that the conditions of the loan, viz., the prompt supply of the boats, etc., will be carried out.

S.S. "FATHAN" RE-FOATED.

The s.s. *Fathan* beached round Blackhead's Point on the morning of the 18th inst. was successfully refloated before dawn to-day. Too much credit cannot be claimed by Capt. McHugh for the success attending his second effort to get the river hove off. It was known that the *Fathan's* position all along was perfectly secure; but a favourable tide was awaited, and at three o'clock this morning at the flood the *Robert Cooke* set to work and had the *Fathan* safely moored in the bay before dawn—at 5 a.m. All the *Fathan's* damage is above the waterline. She has to await her turn to be dry-docked.

THE CHINKAI MARU.

Cargo-boat No. 8 with the Dock Co.'s powerful pumps aboard is still alongside the *Chinkai Maru* near Kellie's Island. Salvage is progressing extremely satisfactorily, so much so that to-day the stanchions of the Japanese steamer can now be seen above water. The typhoon signalled to-day may retard progress somewhat, but it is now a question of a couple of days or so more before the *Chinkai* will, of a certainty, be towed into the Bay at Kowloon.

THE S.S. "PRINZ WALDENAU."

The Australian cargo ship *Prinz Waldenau* was undocked in the forenoon to-day, to be redocked later when it should be necessary to replace a much larger number of plates of her bottom than it was at first thought necessary. Her damage can be said to have been considerable. H. M. S. *Flora* (cruiser) was dry-docked in the No. 1 to-day for scraping and cleaning, and general overhaul after her recent extended cruise.

THE S.S. "HEUNGSHAN."

The silver *Proctor* has commenced operations at the wharf of the S. S. Chau. The same Company's s.s. *Lungshan*, acting as tender for the time being, took a considerable quantity of timber to the scene of the wreck.

DANGEROUS DERELICT REMOVED.

The Harbour Department launch *Stunley* (Captain Casey) has been doing some good work, as we are informed by the Harbour Authorities. During the last few days she has been fully occupied clearing away wreckage, and anything that might pass the nature of a menace to navigation, and has thus far done the pretty clean sweep of the harbour, or that portion of it under the Department's immediate control in that direction. This morning, however, she achieved her best bit of work when she succeeded in righting a large cargo-junk that had foundered in the channel between Hongkong Point and North Point, completely blocking that channel. To do this it was necessary to cut away all sorts of gear, cast off cables, and clear the wreck of everything that could be being righted, but after some hours' work their efforts were rewarded, the junk righted and she now lies in Kowloon Bay out of harm's way, and no longer a menace to the shipping.

THE DESTROYER "FRONDE."

Mr. Feit, Acting Consul-General for France at Shanghai, has transmitted to Captain Sagot Duvauroy commanding the flotilla at Hongkong and to Captain Sainvalle of the consular staff and the French community in Shanghai in the *Lesse* they have sustained in the typhoon. *Lesse* of China of the 21st inst. had further information in regard to the damage sustained by the French fleet. The *Fronda*, it stated, was in collision with an English steamer and suffered serious injury, besides losing five sailors, of whom three were petty officers. Four others were injured. This record of lives lost is shorter than was at first feared, but it does not diminish the request that the *Fronda* be sent to Shanghai.

The Moji Office of the Nippon Yusen Kaisha has received a telegram stating that the do-

struction of piers at Hongkong has rendered the working of cargo very difficult, and asked that shipments for Hongkong should be held back for the time being, until some temporary arrangements can be made for handling cargo.

THE S.S. "KWONGCHOW."

In our issue of Monday last we printed a report to the effect that the hold of the *Kwongchow* was packed with corpses. This report, we learn from the managing-director of the company, is incorrect.

ANOTHER TYPHOON.

The U. S. Consul-General favours us with the following telegram:—

"Manila Observatory, Sept. 28, 1906, 8.30 a.m."

"The typhoon entered China Sea near Boli-nao last night. It moves at present W.N.W."

TYPHOON SIGNALLER.

At 5.5 p.m. to-day the typhoon gun was fired one round. It denotes that a strong gale of wind is expected to blow here.

Memorial Services for the late Bishop of Victoria will be held (D.V.) in St. John's Cathedral on Sunday, September 30th, at 11 a.m., 3 p.m. and 5.45 p.m. The Venerable W. Banister (Archdeacon of Hongkong) will be the preacher at the morning service, and the Rev. J. H. France will preach at 5.45. The 3 o'clock service will be conducted in Chinese.

ANOTHER TYPHOON.

SCENE AT THE HARBOUR.

OBSERVATORY GIVES AMPLE WARNING.

AN ADVENTUROUS JUNK'S CREW.

Among the Chinese floating population in Hongkong a curious rumour was prevalent yesterday to the effect that the next typhoon would be the worst yet experienced in the history of the Colony; and prove even more destructive than that of the 18th inst., were such a thing possible. It is probable that some Chinese seers and prophets were at work to inflame the imagination of the ignorant natives, and the influence of the "magicians" was quite evident in the looks of the Chinese along the water front. The red signal was at the masthead of H.M.S. *Tamir*, and when it was replaced in the course of the afternoon by the black ball showing that a typhoon was approaching the Colony, followed at 5.5 p.m. by the firing of the typhoon gun, there was a scene of great excitement at the harbour. The few sampans and still fewer junks which safely emerged from the storm of last week had sailed up and were off to the typhoon anchorage without a moment's delay. They were not to be caught in the grip of the storm again. In a few minutes the whole fleet of native craft was sweeping off to the shelter, determined that they were not to take any risks on this occasion. The launches flitted about the harbour, hurriedly making final calls and discharging passengers, before they started for the vicinity of Stonecutter's Island. The big liners got up steam in readiness against the "blow" that was anticipated, and for a time the harbour was black with the thick smoke which belched from the funnels of the larger craft.

SPECTATORS ON THE WHARVES.

At that hour the offices, and business houses were just closing and having heard the warning gun the workers trooped to the harbour to witness the scene. The wharves were thronged with sightseers of all nationalities, who stood and speculated regarding the effects of the coming typhoon. Most people were of opinion that another typhoon could do little damage to the craft in the harbour or the city itself, seeing that the late storm had answered for all the damage and destruction that could be done, unless the houses were to be razed to the ground. But the sight of the vessels heading for both ends of the harbour seeking safety was not reassuring to the nervous onlooker. One ship of considerable tonnage steamed slowly towards the Lyceum Pass, either bent on having ample sea-room when the typhoon burst, or confident in her ability to wear out the storm, having decided to proceed on her journey. The *Robert Cooke* proceeded to a buoy within a hundred yards of the quondam Star Ferry wharf and tied up for the night. The ferry boats were crowded with passengers who were not inclined to be left on the wrong shore. From Kowloon troops of Chinese arrived while the boats from Victoria were crammed with Europeans and Chinese alike.

PREPARING FOR THE STORM.

The sea was now rapidly rising, and ominous clouds hung over the Eastern part of the Colony. In the opposite direction a wonderfully beautiful sunset was to be witnessed. It is often said that sunsets which charm the eye and stir the imagination are not to be seen in Hongkong, but last night the exception occurred. The two French warships in the harbour were frantically signalling to each other. The *Tamir* had the red flag at the mast head. An *Empress* boat seemed to be utterly oblivious of approaching danger, and was the only ship from whose funnels no smoke was issuing. A few other steamers were preparing for the fight. As night fell, the *Tamir* flamed with lights as if illuminated for a reception; the French men-of-war followed suit. The merchantmen remained content with their ordinary lights, those on the *Robert Cooke* appearing exceptionally small.

ADVENTUROUS BOATMEN.

At this time a miniature lighter in which were two Chinamen, who looked half scared to death, was slowly poled round the end of Douglas's Pier. The Chinamen were practically naked and were working like Trojans to bring their boat safely to the sea wall. Spectators on the pier shouted all manner of advice to the struggling boatmen. They hinted at the top of their voices how boats should be managed and manoeuvred; they showed the men the best place at which to moor the bobbing craft; and when they found that all their benevolent advice was unheeded, they turned round and called the boatmen names. Eventually the lighter, or whatever it was, drew against the pier and was tied up by a rope as thick as a piece of twine. The anchor, which would have done duty for a model yacht, was "heaved" overboard by one man without any visible effort of strength. Moored head and stem,

the craft rocked at the rate of fifty miles an hour while the boatmen dived balancing feats which would have amazed an audience at the Hippodrome and secured the performers a competence for life. It took the united yells of the crowd to induce these men to leave their boat. They finally crawled up the pier girders and gazed on their "junk." Then one of them made a dive down a pole and into the boat again. From somewhere, another so-called rope was produced and the "vessel" tied up with special care. Nothing more could be done for the safety of the craft and at length the "captain" left his "ship." There was no sign of it this morning.

BEGINNINGS OF THE STORM.

The water was very choppy by this time. Curiously enough, although the storm clouds were driving from the east the wind was blowing from the west. People continued to linger on the piers but the typhoon was like Prince Charlie, "lang-o' comin'" and gradually the crowd dispersed. About half-past eleven o'clock rain began to fall, the wind increased in violence and the typhoon had started. Shortly after midnight the rain was falling in torrents while the wind swept through the streets in furious gusts. It was hardly a typhoon; it was more like a gale as compared with our recent experience. But on the higher levels its full strength was realised, although it must be remembered that a storm at midnight sounds much more fearsome than in the day time. Doors and windows were banging, and a few shutters and street signs which had withstood the first visitation fell victims. The gale continued through the night, accompanied by a tropical rain, and only subsided about 5 a.m. There was still a strong wind blowing at dawn, but it was not of any importance. Heavy rain fell just as business people were trudging to their offices. The chair coolies had deserted the heights and there was no help for

CANTON DAY BY DAY.

VICEROY SHUM REMOVES HIS ANCESTRAL TABLETS.

[From Our Own Correspondent.]

Canton, 20th September.

It is reported that H. E. Shum has been granted a month's leave, and that he will go to Yunnan Province, together with his family, in a few days. Yesterday he removed his ancestral tablets to his own country in Kwei-lam-fu, in Kwang-si Province, and his luggage has been got ready.

THE TYPHOON AT CANTON.

The typhoon broke over Canton on the 18th inst., when several junks were driven away to a distance of about two miles; and a boat, in which there were seven persons altogether, was upset; three were saved and the rest drowned.

THE SUPERINTENDENT OF POLICE.

The Canton Superintendent of Police, Mr. Ting Ngai Ching, was yesterday appointed by Viceroy Shum to be the sub-prefect of Tiger Bogue, and his place was taken by the Assistant Superintendent of Police, whose situation is now vacant.

Yesterday a Chinaman was arraigned before the Canton Police Department and sentenced to wear the canvas for two weeks. He had been guilty of stealing a pair of jadestone bangles from a curio shop in Tai Sun Street in the city.

[From A Correspondent.]

VICEROY SAYS HE "GOOD"

Canton, 19th September.

As Viceroy Shum will soon leave Canton for the new post of viceroyship of Yunnan and Kweichow, he has issued a proclamation to all his subordinates. In this proclamation he exhorts the officials to maintain the same standard of honesty, diligence, etc., as formerly in order to fulfil the wishes of the Government and the people, otherwise he would feel displeased with them.

A "COMMERCIAL" UNDERTAKING.

The 1st day of the 8th moon (the 18th inst.), being the day on which the shareholders of the Commercial News Company (a newspaper established by the Canton Chamber of Commerce) were to elect a committee and other officials, a large assembly made an appearance at the Chamber for that purpose. The chairman of the meeting, Mr. Hui Hui Chiu, read out 72 regulations governing the publication, election of officials, etc. of this company, before the shareholders cast their votes. The result of the poll was as follows:—Committee: Messrs. Ho Hoo Chiu, Ho Tai Sang and Mak Hin Ping; Inspector of works: Mr. Chow Yui Chiu; Auditors: Messrs. Kwan Fuk Shan and Fung Hin Shing. The fully-subscribed capital of the company is \$3,000.

THE TYPHOON.

A typhoon of a somewhat serious nature swept over the city yesterday afternoon. In the city many matches were blown down and carried away, but so far no reports of serious accidents have been received. On the river, several sampans were sunk, whilst attempting to cross the river during the tempest. Steam launches were brought into use, for the conveyance of passengers backwards and forwards to Honam. The river steamer services are paralysed for the time being, only one steamer having arrived, and then immediately taking her departure from here.

INDUSTRIAL COLLAPSE.

A short time ago Viceroy Shum proposed to establish an Industrial College, the selected site of which is where the Governor's yamen used to stand formerly. It is reported that the building will soon be completed and the 1st day of the 10th moon has been selected as the day on which the opening ceremony will be performed.

RIFLE SENTENCED TO DEATH.

Canton, 22nd September.

Yesterday So Ah Shun, who had taken part in the Siam piracy, was arraigned before the Nanyang Magistrate, Admiral Li Chuan and a witness. After hearing the evidence the Court sentenced accused to death, which will soon be carried out.

MEETING AT CANTON COMMERCIAL CHAMBER.

At the case in which the bankers at Canton sued the master of Tai Loong, presided general managers, for the recovery of a large sum of money has not yet been settled, a meeting will be convened at the General Chamber of Commerce on the 6th day of this month (24th inst.), by the members of the nine charitable institutions and of the 72 guilds here for the discussion of the matter.

VILLAGE ROBBERY.

Canton, 21st September.

It is reported that 31 houses in the Ma Tung village, in Nam Ho district were ransacked yesterday by a band of over 100 robbers and a large quantity of booty was carried away. A member of the gentry of that place, named Cheung Kwai, reported the matter to the District Magistrate.

INCREASING ROYALTY.

The opening of the Lot Shiu Theatre in the western city of Canton, has proved very successful, so that jealousy has been aroused. A certain merchant has sent to the authorities a petition offering a royalty of \$25,000, being \$10,000 more than that paid by the present master, if he is allowed to be the licensee of the theatre.

VICEROY SHUM.

A telegram from Peking has been received stating that the Board of Commerce and the Waiwupu have refused the petition by the General Chamber of Commerce and the Canton-Hankow Railway Company that Viceroy Shum be retained at Canton.

FOREIGN PROPERTY.

Some months ago Viceroy Shum notified the various prefects in the two Kwang provinces that they must furnish lists of the property held by missionaries and others. In every prefecture with the exception of Yung Chow the missionaries own land and houses and it is decreed that a list of these should be compiled for reference.

The Provincial Treasurer at Canton has informed Mr. Li Cheung Shun, the chief magistrate of Yung Chow, that should any foreigner request him to let the deeds of land, houses, or rice-fields he should in the first instance find out carefully whether the buyer is a missionary or otherwise as by treaty right only the former is allowed to own land outside foreign settlements. Yung Chow is not a settlement and therefore foreigners cannot own property there.

THE ALLIED AMERICAN OUTRAGE.

The case in which American Marines are alleged to have pushed a Chinese workman into the river, was tried by the British Consul-General and the American Consul-General on the 17th inst. The British Consul said there was no doubt that the man had been pushed, and it was very fortunate the Chinaman was not drowned. The American Consul then stated

that he had already given strict orders that in future no American sailor is to be allowed to land at Canton. What punishment the American sailor will get has not been settled.

YUET-HAN RAILWAY.

Chang To Chai, president of the board of the Yuet-Han Railway Co., Ltd., has memorialized H. E. Viceroy Shum that the Chief Engineer, Mr. Kong Shum Mow, whom he borrowed from H. E. Yuan Shih-kai arrived at Canton on the 11th inst. The Chief Engineer will first survey the route and compare it with the plan prepared by the late American Company. Then a beginning will be made with the work of levelling the ground.

The Viceroy has granted the Chief Engineer necessary certificates and will communicate with the Board of Trade at Peking as soon as possible.

ADMIRAL'S HEADQUARTERS.

As Nanning had been declared to be an open port, the Imperial Government at Peking had notified the Viceroy to transfer his headquarters to Nanning in future.

THE RECENT TYPHOON.

Canton, 24th September.

The Canton Charitable Institution has petitioned Viceroy Shum to send the Pearl River for the purpose of assisting in picking up the dead who were drowned in the typhoon of the 18th inst. Commodores Van and Lam were, therefore, instructed by the San Hui Chum in accordance with the order of H. E. Shum to dispatch five gunboats for the purpose.

REGULATING OPIUM SMOKING.

As it is expected that opium smoking will soon cease, two Chinese merchants—one surnamed Ho and the other Kwan—petitioned the authorities of Canton to have all opium smoking pipes licensed. The fee to be \$1 a month. When the pipe is used for smoking, the licence should be hung on it.

CRAIGENGOWER CRICKET CLUB.

Following is the report of the above Club for the season 1905-1906:—

The committee have the pleasure to submit their report for the season 1905-06.

In the league competition the Club was second with 24 points. Of the 14 matches played, 7 were won, 3 lost and 4 drawn. Matches were also arranged for the "A" team players whenever the ground was available and a team could be raised. In league matches Mr. R. Bass heads the list of batting averages with 19 in 14 innings and also made the highest score 82 (not out), whilst Mr. E. Ford was first in bowling with an average of 7. Lawn Tennis.—The ground was thrown open for tennis throughout the year. The tournament held in the summer resulted as follows:—Singles (scratch) Mr. F. Rapp first with Mr. A. O. Brown second. (Handicap) Mr. L. Vincent first with Mr. J. D. Kennard second. Doubles (handicap): Messrs. L. Vincent and E. Irving first with Messrs. W. D. Broadwood and A. O. Brown second.

The tennis match between Y.M.C.A. and the Club took place on 16th June and resulted in a win for the Club, which scored 77 games against the opponents' 62. It is to be hoped that this will be an annual function.

Membership.—The roll of members (including absentees) was 61.

Finance.—The total receipts amounted to \$1,838.33 and expenditure \$1,674.63 leaving a balance in hand \$163.70.

Pavilion.—The severe typhoon which swept over the Colony on the 18th September has caused some damages, though not considerable, to the pavilion, and repairs are now being effected.

Gear.—The new gear for cricket and tennis is due to arrive next month.

We regret to record the death of Mr. K. R. Horton, who was at one time a very prominent player in the team.

The cordial thanks of the Club are due to Mr. Bellios for presenting the annual prizes to Mr. Raphael E. Bellios (a former treasurer) for presenting a cup to be won 2 years successively or 3 times in all before becoming the property of the players at the top of the batting average; the president for his customary prizes and an anonymous member for his special batting prize.

The annual general meeting will be held in the pavilion on Tuesday, the 25th September, 1906, at 5.30 p.m.

A. E. ASOER,

Hon. Secretary.

Hongkong, 19th September, 1906.

INDIAN ATTEMPTS SUICIDE.

ALLEGED TO BE INSANE.

An Indian named Kassim, said to be a "sweeper" to the 19th Baluchis, was remanded at the Police Court this morning, for him to be examined as to his mental condition. Kassim was charged with attempting to commit suicide at Kowloon, on the 17th inst.

The unfortunate man, who was alleged to have been formerly an inmate of the Regimental Asylum ward, jumped into the harbour at Kowloon on the afternoon in question, and, according to the police, finding the water too cold, he swam ashore, where he made another attempt on his life. Seeing the shore the Indian picked up a huge stone and brought it down several times on his head, causing great injuries to his skull. His actions were noticed by a policeman, and Kassim, pouring with blood, was removed to the Water Police Station, and later transported to the Government Civil Hospital. That the man is insane cannot be doubted, and that he will soon be, if not already, an inmate of the Lunatic Asylum is a foregone conclusion.

THE YOKOHAMA SPECIE BANK, LIMITED.

Following is the report presented to shareholders on the 10th inst.:—

Gentlemen:—The directors submit to you the annexed statement of the liabilities and assets of the Bank, and profit and loss account for the half-year ending June 30th, 1906.

The gross profits of the Bank for the past half-year including yen 678,115 (being right from last accounts, amount to yen 13,140,855 of which yen 9,785,925 have been deducted for current expenses, interests, &c., leaving a balance of yen 3,354,930.

The directors now propose that yen 400,000 be added to the Reserve Fund, and yen 1,000,000 be appropriated to the Special Reserve Fund. From the remainder the directors recommend a dividend at the rate of twelve per cent. per annum, which will absorb yen 720,000 an old shares and yen 450,000 on new shares, making a total of yen 1,170,000.

The balance, yen 793,928, will be carried forward to the credit of next account.

YUKI YAMAKAWA, Chairman.

Head Office, Yokohama, 10th September, 1906.

THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

The report for presentation to the shareholders at the twenty-third ordinary general meeting, to be held at the offices of the company, on Saturday, the 29th inst., at noon, reads:—The general managers have now to submit to the shareholders their report on the twenty-third year's working of the company, ended 30th June, 1906.

After paying all running expenses, premia of insurance, remuneration to the consulting Committee, and auditors' fees, the amount at credit of profit and loss account is \$51,809.45, which with the content of shareholders it is proposed to appropriate as follows:—

To pay a dividend of 7% on the capital of the company, absorbing \$50,000 and to write off the balance of \$1,809.45 from the value of the Company's properties on June 30th last.

The measure result of the year's working is attributed to the general dullness of trade, keen competition, and consequent low rates of freight, but chiefly to the inordinately high price of fuel during the period under review, which has been a serious factor against profitable working of the steamers.

The company's steamers have been maintained in their usual state of efficiency; and are in first class order.

An accident to the tail shaft and stern tube of the *Halmun*, in March last, entailed extra docking expenses, and an enforced withdrawal from the line at a time when her services were badly needed.

The amounts as freights due and accounts receivable have since been collected.

Consulting Committee.—Since last general meeting, Mr. C. W. Dickson and Mr. Robert Shevan resigned their seats on the Board and the Hon. Mr. W. J. Gresson and Mr. A. Babinington were invited to fill the respective vacancies. The late Mr. C. H. Thompson resigned his seat on leaving the Colony. The committee now consists of Mr. A. Babinington, the Hon. Mr. W. J. Gresson and Mr. A. G. Wood, who retire in terms of the Articles of Association, but being eligible offer themselves for re-election.

Auditors.—The present accounts have been audited by Messrs. W. H. Potts and A. R. Lowe, who retire but offer themselves for re-election.

DOUGLAS LARRAIK & CO.,

General Managers.

BALANCE SHEET FOR THE YEAR ENDED 30TH JUNE, 1906.

Capital account—	Liabilities.
20,000 shares at \$50	\$1,000,000.00
Reserve fund	264,638.79
Underwriting account of the Company	93,562.43
Sundry accounts payable	46,455.03
Unpaid dividends	375.50
Unpaid bonus	138.00
Profit and loss account	61,809.45
	\$1,466,980.20

Assets.

Value of the Co's steamers:—*Halmun*, *Hatching*, and *Halmun*, as per last reports

Less amount written off as resolved at last general meeting

Value of buoys and moorings at station, Amoy, Tamsui and Hongkong, as per last report

Less amount written off as resolved at last general meeting

Loans on mortgage

Hongkong and Shanghai Banking Corporation (current account)

Hongkong and Shanghai Banking Corporation (fixed deposit)

Freights due on 30th June, 1906

Sundry accounts receivable from agencies, &c.

Cash account, stock in hand

Cash in hand

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1906.

To Dividend paid for year ending 30th June, 1905

Transfer to Reserve Fund

Amount written off for depreciation for year ending 30th June, 1905

Exchange account

Auditors' fees

Remuneration to consulting committee for 12 months

Remuneration to general managers for office expenses for 12 months

Balance

By Balance of profit and loss account, 30th June, 1905

General interest account

Interest on mortgage account

Coal account

Profit on running the company's steamers during the year

THE "FUNG-SHUI" BOGEY.

RAILWAY ENGINEER ATTACKED BY COUNTRY WOMEN.

There is a vast, deserted and uncultivated field near Wu-yun-yu, which the Shanghai Soochow Railway Company must buy, for it lies in the railway line, but which the people of the place will not sell at any price, for it will, they say, spoil their "fung-shui."

A few days ago, a European engineer of the line thinking that the company had settled the matter with the people went to the field in question with a large band of coolies to clear away the field and to commence work. Scarcely had they removed the first bit of earth, however, when about a hundred women, armed with bamboo and implements of the kitchen, appeared on the field, and with one accord went straight up to the foreigner, and showered blows on his head with their weapons. His coolies interfered, but never dared to strike the women, nor knew how to defend themselves. The day ended in an easy victory for these modern Amazons. The engineer was badly wounded in the struggle.

The Sub-Prefect of Yang-Pu-hen, Mr. Wu, took care of the engineer, and at the same time telegraphed to the Governor for instructions. A wai-yu has been sent to settle the affair.—*Shing-pao*.

CRIMINAL SESSIONS.

RETURNING FROM BANISHMENT.

At the Criminal Sessions this morning, before His Honour the Chief Justice, H. F. Fu, alias, Tso Fu, alias Li Hong, was put upon his trial for disobeying the order of banishment, and returning to the Colony within the period of his banishment.

The Hon. Sir Henry Berkeley, K.C., Attorney General, instructed by Mr. C. W. Dickson, of the Crown Solicitor's office, prosecuted the prisoner being undefended.

The same jury who served on the murder case yesterday, again did service to-day.

Prisoner pleaded not guilty.

The Hon. the Attorney General said that the facts briefly were that in June, 1904, prisoner was arrested as being a rogue and a vagabond, and was sentenced by the Magistrate to three weeks' imprisonment, and to be banished on the expiration of his sentence, for a period of five years. He was banished. On the 9th of September, this month, he returned to the Colony, and was at once arrested. Now, in the Ordinances of this Colony was a very useful and proper clause, which the Attorney General did not think was included in the laws of any other British Colony. It provided for the protection of the lives and property of the inhabitants, by giving power and authority to the Magistrates to get rid of undesirable by banishing them from the Colony. This was very necessary here, as otherwise we might be inundated with all sorts of undesirable from the interior of China.

In the case of the prisoner, he was banished by order of the Magistrate on the 25th June, 1904, for five years, but the relevant fact in that period, on September 9th, 1906, he was banished under the name of Li Hong, but he now said his name was H. F. Fu, alias Tso Fu. So the matter turned upon the question of identification. In this regard the police had a very perfect system of identification. When a man was ordered to be banished he was photographed, and the photograph was filed in a book, together with a full description of his features, and describing any marks, scars, wounds, lost teeth, etc., that might assist in his identification. It was therefore for the jury to consider, after hearing the evidence, whether the man in the dock was the returned banisher.

Police evidence was adduced to the above effect, the photo and description of the man were produced, and the jury retired to the Bar Library, and there examined the man, comparing his features with the photograph, which was identical, as were also the marks found on his body with the official description. Thus the prisoner's plea of mistaken identity at once fell through. When they returned into Court, the jury returned a verdict of guilty against the prisoner who was thereupon sentenced to one year's imprisonment with hard labour.

FATALITY AT THE DOCKS.

RUSSIAN SAILOR DIES.

Just as we go to press, a rumour is being circulated in town to the effect that a Russian sailor on board the *Kilat*, in the Cosmopolitan Dock, died a few days ago, under suspicious circumstances. On inquiries being made at the Central Police Station, as to the truth of the rumour, we learnt that although telephonic communication between that Station and the Water Police is in full order, they had heard conversations relating to the death of a Russian in the harbour, but definite particulars relating to his death could not be procured. A visit to the Russian Consul was next undertaken by our reporter, but the former gentleman was rather reticent over the matter, the only information that could be obtained from him being a flat denial of "suspicious death." He said that it was an accident, that the sailor fell down into the hold, and further than that he would not speak on the subject.

CAUSE OF RUSSIAN SAILOR'S DEATH.

From inquiries made in official quarters to-day regarding the matter that was alluded to in the city yesterday afternoon to the effect that a Russian sailor on board the steamer *Kilat* had met his death under circumstances which were considered suspicious, a *Hongkong Telegraph* representative was given the particulars of the tragedy. When the first news of the sailor's death reached the Water Police it was suggested that the sailor was pushed down the hold. Inspector Langley detailed Detective-sergeant Wilden to look into the matter, and together with a Russian Consul the detective visited the ship, which was in the Cosmopolitan Dock. Several sailors were examined regarding the allegation made by certain members of the crew, but nothing could be adduced to show that foul play was the cause of death. It was proved that the deceased sailor was on good terms with all on board before his death, and that his fall into the hold was a twenty-foot drop was purely accidental. The tragedy occurred in the afternoon of the 19th inst.

The medical evidence taken by the police gave the cause of death as due to a fractured skull, there being no signs of foul play. That was enough for the police, and the matter was dropped, the sailor being buried the following day.

DANGEROUS LUNATIC AT LARGE.

ESCAPES FROM THE ASYLUM.

When it became known to the officials at the Lunatic Asylum that one of their lunatics—a dangerous one at that—had escaped on Saturday afternoon, last, to say that there was excitement would be putting it too mildly. Owing to the interruptions with the telephone service, a messenger from the Asylum rushed down to No. 9, Police Station, and reported the matter. In less time than it would take to tell every police station in the Colony had special men out, searching for the lunatic. The search was carried out until about two o'clock yesterday morning, when the police in the Central District sighted their man, who was dressed in lunatic's uniform, showing the mark of the Asylum, walking along Queen's Road Central as if he were bent on urgent business, and speaking loudly to himself. Being a dangerous character, the police were not taking any chances, so creeping up quietly behind him they grabbed him. The madman at first attempted to put up a fight, but numbers told, and he was removed, roaring with rage, to the Central Police Station, and later to the Asylum, where he was confined in his cell. The news of his escape was then phoned to the various stations, and one of the men from the sealing vessel was killed, while another was severely wounded. The others, with the exception of one who managed to escape and convey the news to the *Toyot-mar*, were captured. The *Toyot-mar* had on board 32 men in all, and 19 returned to Shimoshito. It is maintained that the men of the sealing vessel perpetrated a wrong, neither did they offer any resistance when attacked.—*Japan Chronicle*.

"HORSE-PLAY" FOR HIGH STAKES.

The adage, "Woe to him by whom the offence cometh," in this land of reversed rules of civility becomes "Woe to the countenance of the offender."

A party of sailors have some innocent fun with a comrade. The inconsiderate Comradie dies as a consequence. The offenders embark and go scot-free. Native papers take up the outrage; posters are printed detailing the affair and embellishing it. Incidentally a boycott follows; then a massacre of missionaries at an expected point in the same province. The myopic public exclaims: "Those troublesome missionaries!"

By dint of great effort on the part of resident foreigners and nights of sleepless anxiety of the consular staff a measure of good-feeling is restored, and foreigners living in Kwangtung begin to breathe freely again. The hope rises that the frolicsome sailors in their swift, well-protected fortresses have been imprudent, and may be expected to curb their fun-loving propensity. But before a second year is past down comes the news—we hope somewhat exaggerated—that other defenders of their fellow-nationals have again sought diversion in almost exactly the same sort of a game. A boy is shoved into the water. Harmless enough; but so is a spunk harmless, if produced in its proper place; yet somewhat risky if introduced into a powder magazine.

Transient foreigners passing through Canton can forget their "ding" at the native, then pass on, while resident foreigners pay the score. The sailor ashore from his ship kicks the coolie, cheats the shipman, drowns the comrade, enjoys many forms of "horseplay," then at the meal-table narrates with gusto what his trip ashore has added to his log of exploits. He feels brave and contemptuous of danger, he is surrounded by guns and marine. But before he gets home to tell his exploits to the gaping friends of his native town, some customs station or remote missionary's family has been plundered and all foreigners shot, as a proper outlet to the sport. The transient sows the wind; the permanent residents reap the whirlwind—and are criticized for tactlessness in managing the Chinese.—*Contributed*.

THE SHANGHAI DOCK CO.

LARGEST TENDER BUILT.

The new tender *Bremen*, built by the Shanghai Dock and Engineering Co., Ltd., to the order of the N.D.L. Co., was to be launched from the Pootung Works on the 20th inst., at 2.15 p.m. Tenders conveying guests to the works were to leave Melchers and the P. and O. Jetties at 1.45 p.m. on that day. The *Bremen* is the largest mail tender yet built by a local yard.

SALE OF STEAMER.

The O.S.K. steamer *Tsuo Maru*, which was recently rebuilt after having been burnt near Wuhu, and sold by the Shanghai Dock Co. back to the original owners, had a private trial trip to Wouping on the 19th inst., in order to comply with the regulations of the Japanese Government. A Government surveyor was on board to watch the trial which was in every way successful.

SALE OF DOCK PROPERTY.

It is reported in Shanghai, that a certain London "syndicate"—odorous name in Shanghai—is said to be in the field for buying the property known as the Old Dock and certain land on the Pootung side of the river also belonging to the Shanghai Dock and Engineering Co., with a view to converting this property into a wharf and godown company. It is stated that the price to be paid for the Dock property, if the scheme is ever carried out, would amount to about Tls. 1,500,000, and that the development of the acquired land, i.e., bunding, wharves, godowns, &c., would absorb another Tls. 1,500,000. The capital of the new company would therefore be at least three million taels. To raise the required capital the scheme further provides that the present shareholders in the Dock Co. would have the option of obtaining the new shares in the company in lieu of receiving a return in cash upon the sale of the Old Dock and the Pootung property, and that the balance of the capital required would be raised by the issue of debentures, the underwriting of which, it is alleged, has been guaranteed by "the Bank."

INTERESTING CEREMONY AT SINGAPORE.

PRESENTATION TO CAPT. OF THE "NAMBANG."

The presentation of a handsome silver rose-bowl was made to Capt. P. H. Rolfe, of the Indo-China *Nambang*, by Mr. Suen She Ting, Consul-General for China at Singapore, as a souvenir of the rescue effected by Capt. Rolfe and his officers, of seventeen shipwrecked Chinese in July last. The ceremony took place at the Chinese Consulate in the presence of the Company's agents, Messrs. Boustead and Co. The Consul-General after a highly eulogistic speech presented Capt. Rolfe with the bowl. It was inscribed as follows:—Presented to Capt. P. H. Rolfe, *Nambang*, by Mr. Suen She Ting, Consul-General for China at Singapore, as a souvenir of the rescue effected by Capt. Rolfe and his officers, of seventeen shipwrecked Chinese in July last.

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Mr. Suen She Ting, Consul-General for China at Singapore, after a highly eulogistic speech presented Capt. Rolfe

LEGISLATIVE COUNCIL.

OFFICIAL SALARIES.

NO INCREASE.

27th inst.
A meeting of the Legislative Council was held this afternoon. Present—His Excellency the Governor, Sir Matthew Nathan, K.C.M.G., R.E., His Excellency Colonel Darby, K.E. (Commanding the Troops), Hon. Mr. T. Sercombe Smith (Colonial Secretary), Hon. Mr. H. Spencer Berkeley, K.C. (Attorney General), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Captain F. J. Bodeley (Captain Superintendent of Police), Hon. Mr. W. Chatham (Director of Public Works), Hon. Mr. E. A. Hewett, Hon. Dr. Ho Kai, M.C., C.M.S., Hon. Mr. Wei Yuk, Hon. Mr. W. Gresson, and Mr. A. G. Fletcher (Clerk of Council).

AGENDA.

Hon. Capt. L. A. W. Barnes-Lawrence, R.N. (Harbour Master), Hon. Mr. H. E. Pollock, K.C., Hon. Mr. Edward Osborne.

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 65 to 72, and it was agreed that they be referred to the Finance Committee.

H. E. the Governor said that the item in minute No. 65 was due partly to the opening of a new cemetery, and partly to the installation of waterworks at Mt. Caroline Cemetery, as well as to the work of burial of corpses and plagues corpses by the Tung Wa Hospital. No. 66 minute is for the agency to be opened in Tientsin on 1st October. Personal emoluments will be deferred until the 1st of the month. Printing and stationery. No. 67 minute is for the first instalment for the works of the Public Works Department, as it is necessary that the Director should be placed in possession of money for urgent work. Minute No. 68 was to cover the loss to the Treasury on subsidiary coins. Nos. 70, 71 and 72 sufficiently explain themselves.

TRADE MARKS.

The Attorney General moved the first reading of a Bill entitled an Ordinance to consolidate and amend the Law relating to Trade Marks.

The Colonial Secretary seconded and the Bill was read a first time.

CRIMINAL EVIDENCE.

On the motion of the Attorney General, seconded by the Colonial Secretary, a Bill entitled an Ordinance to amend the Law of Evidence was read a first time.

The object of this Ordinance is to introduce into the Law of this Colony relating to evidence in criminal cases the amendment made in the law of England by the Imperial enactment 61 & 62 Victoria Cap. 36, by which in all Criminal proceedings an accused person and the wife or husband, as the case may be, of such person, are made competent witnesses for the defence at every stage of the proceedings, whether the accused is charged solely or jointly with some other person.

The wife or husband can be called only on the application of the accused, except in the case of offences against the Ordinances specified in the schedule: in cases coming under those Ordinances the husband or wife of an accused person can be called either for the prosecution or for the defence without the consent of such accused.

THE APPROPRIATION BILL.

Hon. Mr. E. A. Hewett then addressed the Council at great length, animadverting chiefly upon the speech delivered by His Excellency the Governor on the Appropriation Bill for 1906, the principal point of which was his advocacy of an adequate increase in the salaries of officials, who are paid on a sterling basis, calculating their salaries at such a rate that whatever the fluctuations of the dollar might be they would never get less than \$10 or more than \$12 to the £1 sterling.

Hon. Mr. W. J. Gresson also spoke on the main points of His Excellency's speech, and took exception to the amount of expenditure for the Sanitary Department which, he said, might be more properly styled "Hongkong's curse," as the \$454,220, appropriated did not include an adequate amount of expenditure for the Sanitary Department, and that the Sanitary Department was a very common thing in these cases to ask "why should we pay for what the next generation will reap the benefit of?" That, said His Excellency, was not a fair way of putting it, for we had to ask ourselves if we are not reaping the benefit now of what the last generation paid for.

A NEW RESERVOIR.

It had been said, when the Tiam reservoir was built, that it was a "white elephant" and no use to the generation. As a fact, it is now found to be too small to meet the requirements, and a new reservoir is about to be built, capable of containing 1,200,000,000 gallons of water. (Applause.)

REMOVING REFUSE.

The Hon. Member for the Chamber of Commerce had said the Shipping ought out to be called upon to contribute to the cost of removing refuse, as it most affected those on land, and he added that the trade of the Colony depended on its shipping. That was a common way of putting it, but did not the shipping, His Excellency would ask, depend as much upon the trade of the Colony?

POLICE EFFICIENCY.

In referring to the cost of the up-keep of the Hongkong Police, the Hon. Member at the end of the table appeared to desire to convey that the efficiency of the Police was a matter of which the Government should be very much concerned. His Excellency could scarcely thank the Hon. Member for that. As regards the comparison between the Shanghai and the Hongkong Police, His Excellency had had several conversations with gentlemen conversant with the subject, and had come to the conclusion that the expenditure upon the efficiency of the Police was quite proportionate.

PERSONAL EMOLEMENTS.

The same Hon. Member called attention to the fact that something over 30% of the revenue was spent in personal emoluments. As regards that, His Excellency had before him the figures of Singapore, Colombo, Mauritius, and other Colonies, which were all on an average 30%, so that Hongkong could not be said to be out of line in that direction. (Hear, hear.)

"HONGKONG'S CURSE."

The Hon. member continued His Excellency, had made a violent attack upon the Sanitary Department (which he had called "Hongkong's curse"). The working of that Department was now being investigated by a special Commission, and therefore it was out of place to say anything about the Department here and now.

PUBLIC WORKS.

Remarks were made that the Public Works Department were very slow in getting through matters. The figures would show that more money was being spent on the Department in an increasing degree, and it is Excellence said the fact that nearly 30% of the returns were expended on it was a very healthy sign.

NO INCREASE TO OFFICIAL EMOLEMENTS.

His Excellency said that he had now received a reply from the Hon. the Secretary of State to His Excellency's despatch of the 13th July, in which the Secretary of State said he saw no reason for increasing the salaries of officials, which already compared very well with those in other Colonies. In remitting money in sterling they had an advantage they previously did not get, and the sterling rate was fixed at 16 to the dollar of exchange.

BILLS PASSED.

Several Bills were read a second time and others passed into law.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding.

It was unanimously agreed that the following votes be recommended for adoption by the Council.

SUPREME COURT.

A sum of two hundred and fifty dollars in aid of the vote, Judicial and Legal Departments.

A—Supreme—Other charges, electric lighting and fans.

KOWLOON POST OFFICE.

A sum of one hundred and twenty-three dollars and four pence in aid of the vote, Public Works Extraordinary, Building—Post Office, Kowloon.

NEW TERRITORY.

A sum of forty dollars in aid of the vote, Miscellaneous Services, travelling allowances in the New Territory.

MISCELLANEOUS MINUTES.

Other financial minutes, as laid on the table at the last meeting were also passed.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

QUEEN'S ROAD CUTTERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir—One hears a good deal about the excellent condition of the roads in Hongkong just now, and so late as yesterday the Hon. Director of Public Works, speaking at the Legislative Council, stated that the roads of the Colony were in London one gets spattered with mud. But, Hongkong and London! Can any comparison be more absurd? It is descending from the sublime to the ridiculous, and would be unworthy of comment, but for the fact that has been abundantly made manifest lately that the roads are not in good condition. Let anyone take a walk or a ricksha ride no further than from Arsenal Street to the Harbour, and you will find the roads in a state of ruin.

Queen's Road, and round along the Praya as far as Blake Pier, and then let him give an unbiased opinion as to the condition of the roads mentioned. Queen's Road East, full of ruts, so that rickshas, in the best condition, are soon turned into veritable bone-shakers, while anyone walking along the part of the Praya mentioned runs a very great risk of a sprained ankle, on account of the mass of loose stones strewn that thoroughfare. A road can never be considered to be in a good condition so long as there are not sufficient drains to carry off the water from the heavy rains with which the Colony is frequently inundated. What did we find after the late devastating typhoon? Queen's Road flooded in a sea of two or three feet in places, rendering them impassable for pedestrians who did not carry a pair of soaked feet and legs as a result of crossing the road, and the same conditions prevail after every heavy downpour. Does the lying of the water on the road tend to keep them in good order and condition? I contend not; for the surface mud binding the stones below is naturally to a large extent washed away, leaving the granular surface exposed and badly exposed at times, and in places. As it is, the proprietors of shops and hotels along Queen's Road complain bitterly of what they call "waterlogging," and the goods stored therein, the water in some instances rising as high as three feet inside the shops, and in the Connaught Hotel passengers' luggage and chairs were washed about like floats and jettison in the harbour, while one foreign shop alone reports that they suffered a loss of \$3,000 through perishable goods being ruined by the sudden influx of the flood. And this is what they call the excellent condition of the roads! In view of these facts I fail to see how anyone in his senses can claim that the roads of the Colony are in good order. No! Nor will they be, until a proper system of draining them is put in force, and not a pigeon-hole scheme "for future consideration." Yours, etc.

CITIZEN.

Hongkong, 28th September, 1906.

THE PORTUGUESE CONSUL.

"AT HOME."

28th inst.

To-day being the joint anniversary of Their Most Faithful Majesties King Carlos and Queen Amelie, of Portugal, Conseller A. G. Romane, Consul General for Portugal, and Commandador J. J. Leiria, Vice-Consul, were "at home" at their residence, "Duarte" Arthur, Road, from 11 a.m. to 4 p.m., to receive visitors wishing to call in honour of the occasion. Amongst the callers were Captain Coleman, representing His Excellency the Governor, Sir Matthew Nathan, K.C.M.G., Captain Muller, representing Commander Pigott Williams, Colonel Darling, G.O.C., the Chief Justice, the Hon. Mr. Henry Berkeley, K.C., Attorney General, the members of the Consular Corps now in Hongkong, and other officials. Messrs. A. Beth, I.S.O., F. J. V. Jorger, A. H. M. da Silva, M. A. A. Souza, and other members of the Portuguese community, as well as many foreigners, who paid the Consul-General and the Vice-Consul the compliments of the day, being, in turn, entertained by them with lavish hospitality, the healths of their Majesties being drunk in bumper. Subsequently congratulatory telegrams were despatched to the Consulate of Macao, and to the Consulate of Amoy, Secretary to His Majesty the King of Portugal. This afternoon Mr. Romane is "at home" to ladies desiring to call.

MY PA SAYS.

A REPLY TO "DOES WOMAN HELP?"

(Special to the "Hongkong Telegraph.")

Women, as my Pa says, are little cattle. They are six of one and half a dozen of the other. There is no getting away from them. They bob up on the waterways of the world, are in evidence everywhere, and through the highways and byways. They have helped in the production, they have from time to time tried to ruin it. They are responsible for the world's heroes and heroines. They have murdered countless villains, male and female. The world without women would have no life. Lifeless men, in a word, would be a man's lifeless. In life they form largely a man's other half. Men by themselves are mere vulgar fractions of humanity; they need the addition of women to make up the composite number.

My Pa says that women are a compound of virtue and vice, of utility and uselessness, of ornament and ugliness, a little bit unequally mixed in the making by the shaking of the compounder's hand. As I am writing of women only, it is not necessary to repeat what Ma says about men. Pa himself would never believe it, and he would most certainly say all women are liars. I can't go so far as to say this myself, because a boy's best friend is his mother, at least Pa says so, and, as he has long since come to the age, of reason, it must be true.

My teacher read a long article to all the boys in my class, entitled "Does Woman Help?" and he started off by saying that at the present time a strong female wave was passing over the country. That women had pressed into date, as if armaments could be new and old at one and the same time. My teacher read heaps more about the same subject and told us to study the subject at home and give him our opinions on the morrow.

Now, I'm all too young to know much about Woman's Help; but my Pa says she helps a deuce of a lot and does so much good by stealth that we men unwittingly forget to thank her. He was a bit puzzled over the sex of the waves, and said he thought they were the waves of the sea, as for the engines of social warfare, he didn't recollect ever seeing woman-hand implements more dangerous than a poker.

My Pa says that when the voice of a woman is loud in the market place, the owner hails from Billingsgate and would never be tolerated in public society.

Pa also says that woman's influence is wondrously beneficial, and he like the man who had anything to say against the missus to step on the tail of his coat. I should be sorry to see "Disappointed" run up against him. I told Pa that it had never been claimed for women that they were wiser than men, and Pa says this is so, because many men owe their wisdom to women, but are too funky to frankly acknowledge the fact.

Pa asked "Who discovered radium?" and when I blurted out George Eliot he said "No, you little idiot! It was Madame Curie. A woman, my lad, who hesitated not to cast her mantle of fame over her husband's shoulders!" I asked Pa.

"Is woman then of man's external curse?" "Holding him back since first the world began."

and my Pa says— "Blessing she is: God made her so. And deuce of week-day holiness. Drop from her, noisiness as the snow."

My Pa says that the ancient Greeks and Romans knew what they were about when they denied woman's freedom that is theirs to-day. They regarded woman; they exalted her to the pinnacle of fame. The poets and sculptors, moved deliciously over her beauty. When they wished to show their fellowmen something worth undivided attention, something irradiating the bright rays of good example they stretched their index fingers in the direction of woman. They invoked the aid of woman to embellish art. They hesitated not to call woman the personification of all the cardinal virtues.

My Pa says that if these old fogies of ancient Greece and Rome denied woman participation in their intellectual life, they did so in order that to save their ideal from contamination with earthly dross.

My Pa says that if the woman of to-day has lost her charm, she has only herself to blame for coming down from her lofty pedestal to rub shoulders with obnoxious men. I asked Pa if women had the same indifference to all serious questions as they have always had, and my Pa says, "Yes, but I don't blame them, my lad."

Woman's star is in its zenith when it sheds illumining light over that womanly sphere—the Home.

My Pa says that the assertion that men in business need expect little help from women is a miserable millionaire alive to-day, who is willing to attribute his success in a greater or lesser degree to a woman. Very often the sweet encouragement given to men by women has made a tottering commercial house stand firm as a "going concern."

I remarked to Pa that it seemed to me that marriage made fitness of a man's profession. My Pa says I am a bit out of my head, but he is not in the least wrong. My Pa grows awfully vulgar when riled, and mother shows the utility of women as guides to correct conversation. Pa's opinion of the tragical married man haunted throughout the day by the nightmare of instant dismissal is worth having.

My Pa says such men will be found to be worthless, weak-spined wretches withering daily under the splenic vapours of their bosses and too prone to make a meal of their wives' caudle lectures. Men without gunpoint, mirrors of man's weaknesses and men with that "Tired feeling" so vividly portrayed in the illustrated magazines.

Touching upon the indictment, my Pa says we men must feel resentment render us obnoxious to the fact that it was Jean of Arc who wiped the feet of the French upon the necks of Englishmen at the Battle of Domremy. That a Jewish maiden delivered the Jews out of the hands of the Philistines. That Queen Elizabeth lent her royal aid to Sir Walter Raleigh leaving his ultimate destiny to a mere man. That Grace I saw ventured on an errand of sympathy when angels feared to tread. That a sympathetic queen saved the necks of the Calais burghers. That Miss Nightingale breathed the frightful miasma of rotting humanity in order that men in England might see their chums again, and that to a woman's influence with Nelson we owe our present supremacy on the seas.

My Pa says there are many bad women in the world, but their numbers compared with those of wicked men are as the oyster shells in the sea.

I asked Pa what had woman done for the human race? and my Pa says "Heaps, my lad. In the wide field of literature she is by no means the hindmost; in the realm of art she is fast advancing to the front; in the business world she is leaving footprints in the sands of time. In all that is virtuous she excels. She is a model of industry, of propriety, and of patience in time of distress."

WILLIE.

SALM OR "A.S. DEL ROSARIO."

28th inst.

Under instructions from Messrs. Shaw, Tomes and Company, Mr. J. H. Hough, of Messrs. Hughes and Hough, auctioneers, put up for sale by public auction, at their salesrooms, No. 8, Des Voeux Road, the Spanish steamer "A.S. del Rosario," as she now lies ashore at Vauvati Bay, together with all her fittings, gear, etc. There was a large number of Chinese interested in shipping present, but it was some time before bids were offered, the prospective bidders wanting an assurance that they would be allowed to break up the vessel there. Mr. Hough said he had no power to give them any such assurance, that was the business of the Government, but he might point out that in no case had the Government refused any applications for permission for such breaking up. Finally, after much discussion amongst themselves, bidding was started at \$1,000, rising slowly by bids of \$100 each till \$3,000 was reached; at which figure the vessel became the property of Mr. Leung Tai.

A HORGLAR'S DOWNFALL.

JUMPS OVER VERANDAH TO ESCAPE.

27th inst.

A Chinaman, who is said to be well known to the police, got into a tight corner at about three o'clock this morning at Wanchai and went to extreme measures in order to evade capture. The measures he took made him a patient for hospital. The man, who gave his name as Lam Hing, with no address, forced an entrance into the first floor of No. 104, Queen's Road East during the early morning hours. The master of the house—a accountant—was asleep, and was startled about the room for a while. He was the point of missing the lid of a trunk when the accountant, mistaking him for a burglar, started bawling for all he was worth. The intruder was balked by the accountant, who stood at the top of the staircase and threatened to do something dangerous if the man tried to pass him. The intruder, who knew that his hours of freedom were numbered if he remained longer in the house, made for the verandah and sprang over the railing, landing on his head. Before he could pick himself up, he was on top of him and the man was jerked to the station. But for a few cuts on his head his fifteen feet drop did not prove very serious, but, nevertheless, he was temporarily treated at No. 2 Police Station and later removed to hospital. When he was searched at the Station quite a number of tools were found on him. On his discharge from hospital Lam Hing will be brought before the Court to answer three charges. The first charge is that of entering a private house with the intention of committing a felony; the second, that he was armed with a knife when he entered the house; and lastly, that he was in possession of twelve picklocks and a screw-bit at the time.

AN OFFICER'S SPREE.

"WAS IT TEMPORARY INSANITY?"

27th inst.

William Whyte, the second officer on board the steamer "Shima," made a mistake when he took to sea life, and probably the expense is now for if Whyte had gone in for the circus business when he was young and was able to give his audience such an exciting and hair-raising time as he gave a Chinese audience in Des Voeux Road Central last night the fares only know how far up the ladder Whyte would have been by now. He could have defied the police then, but what can a poor officer do against the law when a policeman thinks he is attempting to commit suicide? Practically nothing. That was why Whyte is \$25 to to-day.

Last night, at about ten o'clock, Whyte walked into Des Voeux Road Central and waited. When he saw a rickshaw approaching on a dozen paces, he sprang forward and pulled the rickshaw to a standstill, brushed his clothes, murmured something about the slipperiness of the road, and stood aside. The crowd gathered, and he was successful in stopping another car, but the third time Whyte got it. The car could not be stopped in time and Whyte was picked up in the life guard. The crowd thought that was part of the performance and the noise they made attracted the attention of a police-sergeant, who dragged Whyte out of his uncomfortable position and removed him to the station before he could do more injury to himself. At the Central Police Station a charge of disorderly conduct whilst drunk was entered against him and he was held. Brought before Mr. H. H. J. Gompertz, at the Police Court this morning, the officer pleaded guilty and was fined \$25.

ROBBING AN INFANT.

PRISONER TOOK ILL IN CELL.

28th inst.

After a short, but very exciting chase, in Reclamation Street, Yau-mai-fai, yesterday afternoon, in which a number of people took part, Leung Yau, a boatman, was caught by the police and locked up in the Yau-mai-fai Police Station, charged with robbery. The complainant is a young Chinese woman, who also resides in Reclamation Street.

The woman, accompanied by her two-year-old daughter, went to the market yesterday to make some purchases. The market was packed with people so she left her daughter on the footpath and went in on her business. When she came out she discovered that the gold-mounted rattle bangle which was on the wrist of her child but a few minutes before had disappeared. She raised a cry and a sympathetic crowd tipped the woman to watch the pawnshops. She at once made for the nearest pawnshop and bargaining with the pawnbroker. The man with the bangle broke away immediately. He saw the woman and a hot chase followed down the road. He was captured before he could board a ferry launch and it was alleged could be handled by the crowd before he was roughly over to a policeman. When searched at the station the bangle was not found on the prisoner, and it is supposed it was passed to a confederate, who escaped. This morning, when the police were gathering their prisoners at the station to bring them to Court for trial, it was found that Leung Yau was ill and he was immediately transported to hospital. The cause of his illness is not officially known at present, as the hospital doctors have not made a report, but the police, who understand that the prisoner is suffering from rheumatism, He is under observation.

CANTON DAY BY DAY.

VICEROY SHUM'S DEPARTURE.

(From Our Own Correspondent.)

Canton, 25th September.

It is reported that H.E. Viceroy Shum's leave is about to expire and that he will leave Canton for Yunkwei Province after the Chinese Autumn Festival (2nd October). He has sent to Peking a telegram praying the Throne to allow him to have his official seal temporarily confided to the care of the Tariat-General at Canton until the arrival of his successor.

WOMAN'S SUICIDE.

On the afternoon of the 6th day of this moon (23rd inst.), a village woman returned to her lodgings, in an eating house in Shakes Street, near the Canton Customs House. At midnight when all the inmates had retired the woman committed suicide by cutting her throat with a pair of scissors. Next day the matter was reported to the Nam Hoi Magistrate who immediately sent a waiyuan to the lodging-house for the inspection of the deceased's body.

The following items are from our Canton contemporary:

YUET-HAN RAILWAY.

At a meeting of the directors decided upon the following questions. The ten-cent pieces, which were paid for stock shall be used to buy silver bullion, and this in turn shall be mined at the Canton mint into dollars. A letter was read from the second director Wong Shu Ping, saying that he will not place his name upon any railway document.

THE TAI LOONG GINGER MANUFACTURERS.

On the 23rd inst. the Chamber of Commerce held a special meeting to discuss matters between the banks and Kwong Cheong Co. The \$70,000 security held by the Nam Hoi Magistrate was jeopardized for sometime, but upon the guarantee of the company it will remain in the magistrate's hands until payment is made.

The bankers were dissatisfied with the arrangement and no settlement has yet been made.

THE NEW VICEROY.

Viceroy Chou Fu has telegraphically instructed his son Chou Hui-kin, (the expectant Tariat in Canton) to detain Prefect Lu Shui Shu and some others in Canton to be His Excellency's secretaries.

THE HONGKONG TYPHOON.

(From A Correspondent.)

Canton, 27th September, 1906.

The following charitable institutions have made the following subscriptions to the Hongkong Typhoon Relief Fund—Kwong Chai Institution \$4,000; Tung Ching Charitable Institution \$2,000; Kwong Yau Institution \$5,000. This first instalment has already been sent to Hongkong. Subscription lists are still being sent out by these institutions for donations.

CANTON-HONGKONG TELEGRAPH.

Many telegraph poles of the Canton-Hongkong Telegraph line were blown down during the recent typhoon. The work of repairing has been pushed on and now the line is cleared as far as Sam Shui Po Office. The Hongkong Office sends special messengers to the Sam Shui Po Office with messages for transmission to Canton.

MINING PROSPECTS.

It is reported that there are good mining prospects in Yumchow District of Kwangtung. The local agent has obtained the services of Mr. Chan Kwong Yau, a mining expert, who has completed several years of study in the United States, to ascertain the value of these mines. He has found out, in Suk Wo, several good gold mining sites, which are worth working. The gentry has floated a company, and drawn up regulations to open up these mines. A commencement of the work of this company will soon be made.

TAOTAI WEN.

As Viceroy Shum will soon leave Canton for his new post, Taotai Wen has resigned and left Canton yesterday. It is reported that it is his intention to take a pleasure trip through foreign countries.

Taotai Chow Hui Yin, who has been serving under Viceroy Shum during his term of office, has tendered his resignation. Taotai Chow is the son of Chow Fu, the newly appointed Viceroy, and, according to law, he cannot hold office in the same province as his father.

ROBBERY OF TIMBER-RIFT.

(From Our Own Correspondent.)

Canton, 27th September, 1906.

On the 6th day of this moon (23rd inst.) a timber rift at Chanchuen was robbed and two of its steersmen were also carried away by a number of pirates, who landed down from Szewai to Taiwan, in the Nam Hoi District.

Next day, the ringleader, nicknamed Tyrant Li, sent a letter to that shop asking for a sum of 1,000 taels for the ransom of its junks. Yesterday the master reported the matter to the Nam Hoi Magistrate and prayed for the arrest of the desperadoes and for the release of his workmen.

AMERICAN SAILOR FINED.

It is reported that an American sailor was charged with committing the offence of throwing a Chinese into the river at Shumene. He was sentenced to 10 days' imprisonment and to pay a fine of \$30. This punishment caused some dissatisfaction among the Cantonese.

INSPECTION OF SOLDIERS.

Viceroy Shum instructed the Military Department to send a Waiyuan to go and to inspect the military stations and inspect the soldiers from time to time taking with him a square brass licence to be used as a warrant of inspection of the soldiers instead of a written despatch.

TEA.

There were about 2,000 boxes sent on board s.s. Hankow last night to be transhipped to the out-going P. & O. steamer to-day. There will be more to follow. The market has been kept open much later this season, but sales have been effected only in small lots. Good tea is still in demand for the English market.

THE BRITISH CHINA SQUADRON.

ADMIRAL MOORE AT PORT ARTHUR.

FORTHCOMING VISIT TO PEKING.

The China Squadron, under Admiral Moore, arrived at Tairen on Monday, says the *Japan Chronicle* of 21st inst. On Wednesday the Admiral, accompanied by his Staff and other officers, proceeded with four destroyers to Port Arthur, escorted by four Japanese torpedo boats.

We learn that Admiral Moore will proceed with his squadron from Tairen to the China coast on Saturday, and during next week the Admiral will pay a visit to Peking. After calling at Chiao, about the 30th, the squadron will return to Wei-hai-wol, where the annual regatta will take place.

CANTON'S NEW WATER-WORKS.

TO SUPPLY PURIFIED WATER.

The following is a translation of the prospectus of the new Canton Water-works Company, soon to commence operations. The rules governing the working and the supplying of water to the public are drawn up from all that is best in the "Regulation of the Water Authority" in Hongkong, and Shanghai's waterworks by-laws. The Superintendent of the water-works has compiled the rules to suit, as much as possible, the needs of the citizens of Canton, and he hopes that the general public will consider them favourable. But at the same time he invites suggestions from the public, which suggestions should be sent in not later than the 11th day of the 8th moon (September 17th). These suggestions will be considered, and if found practical, will be embodied in the rules, and due notice given to all concerned. The water-works are now in course of construction, and should prove a great boon to the consuming public. Officers are being sent round, both within and without the city, inquiring as to who wishes to have water laid on in their houses, so that as soon as the works are completed all may be at once supplied with purified water, the house owner to pay the cost of such laying on of the supply. The following are the rules as at present drawn up:—(1) The Canton Water-works will be an official and mercantile concern, and H. E. Viceroy Shum has wired to the Board of

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5270

號二十月八年二十三精光

SATURDAY, SEPTEMBER 29, 1906.

六拜禮

號九廿月九年亥癸

\$6 PER ANNUM.
SINGLE COPY, 10 CENTS

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$10,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
C. Balloch, Esq.
A. J. Raymond, Esq.
G. G. G. Esq.
R. S. Shaw, Esq.
Hon. Mr. J. G. G. Esq.
N. A. S. Esq.
C. R. L. Esq.
H. E. Tomkins, Esq.
D. M. Nissim, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.
ACTING MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 17th September, 1906.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSITS at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 30th May, 1906.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Königliche Sächsisch (Preussische Staatsbank),
Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt, Jacob S. H. Stern, Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koeln, Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons, THE UNION OF LONDON AND SMITH'S BANK, LONDON, LONDON AGENCY, DEUTSCHE BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.
Hongkong, 26th May, 1906.

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L. 3,750,000).
RESERVE FUND FL. 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cherbon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Del), Palembang, Kotabradja (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Amoy, Saigon, Haiphong, Hankow, Hongkong, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents, the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2 1/2 per annum on daily balances.

Fixed Deposits 12 months 4 1/2 per annum.
Do. 6 do. 4 do.
Do. 3 do. 3 1/2 do.

L. ENGEL,
Agent.
Hongkong, 28th February, 1906.

DENTAL SURGEON.
G. DE PERINDORGE.
DIPLOMA: PARIS.

Latest Improvements Including PORCELAIN-FILLINGS.

HOTEL MANSIONS,
Fadder Street.

Hongkong, 1st June, 1906.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 21,000,000
CAPITAL UNCALLED....." 3,000,000
RESERVE FUND....." 13,750,000

Head Office—YOKOHAMA.

Branches and Agents:
TOKIO, HONOLULU,
YAGASAKI, SHANGHAI,
LYONS, NEWCHOWANG,
SAN FRANCISCO, MUKDEN,
BOMBAY, PORT ARTHUR,
TIENTSIN, CHEFOO,
PEKING, DALNY,
Kobe, TIE-LING,
LONDON, OSAKA,
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARRS' BANK, LTD.
THE UNION OF LONDON AND SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the Daily Balance.

On Fixed Deposits for 12 months at 5 per Cent.

On Fixed Deposits for 6 months at 4 per Cent.

On Fixed Deposits for 3 months at 3 per Cent.

On Fixed Deposits for 1 month at 2 per Cent.

On Fixed Deposits for 1 week at 1 per Cent.

On Fixed Deposits for 1 day at 1/2 per Cent.

On Fixed Deposits for 1 hour at 1/4 per Cent.

On Fixed Deposits for 1 minute at 1/8 per Cent.

On Fixed Deposits for 1 second at 1/16 per Cent.

On Fixed Deposits for 1/1000th of a second at 1/1000th per Cent.

On Fixed Deposits for 1/10000th of a second at 1/10000th per Cent.

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On Fixed Deposits for 1/1000000000000000000000000000000th of a second at 1/1000000000000000000000000000000th per Cent.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STRAITS	TO SAIL ON	REMARKS.
SHANGHAI	SIMLA	About 3rd October	Freight and Passage.
LONDON, direct	OCEANA	6th October, Noon.	Freight and Passage.

For Further Particulars, apply to

Hongkong, 29th September, 1906.

E. A. HEWETT, Superintendent.

Intimations.

LANE, CRAWFORD & CO.

A 5 or 10 Catty box constitutes one of the most acceptable Presents to those at Home.



LANE, CRAWFORD & CO. ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED FOOCHEW TEA.

Prices:
Including Freight, Duty and Delivery to any address in the United Kingdom
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

Hongkong, 11th September, 1906.

CHAMPAGNES, SHERRIES, PORTS, MARSALAS AND MADEIRAS, CLARETS, BURGUNDIES, HOCKS AND MOSELLES, BRANDIES, WHISKIES, GINS, LIQUEURS, BITTERS, ALES, BEERS AND STOUTS.

CALDBECK MACGREGOR & CO., WINE AND SPIRIT MERCHANTS, 15, Queen's Road Central.

Hongkong, 21st September, 1906.

TYPHOON RELIEF FUND.

At the request of the General Committee an

CITY HALL on the 11th proximo.

The following will be given in connection therewith:

Mr. D. R. Major (Treasurer), Mr. G. B. (Secretary), Mr. E. O. (Treasurer), Mr. G. A. C. (Secretary), Mr. R. S. (Secretary).

Full particulars of the entertainment will be published later.

UTHERLAND, R. Secretary, Hongkong, 27th September, 1906.

THE HONGKONG AND KOWLOON WHARF AND GOVERNMENT LIMITED.

DURING THE TYPHOON of 18th September, 1906, the cargo stored in the Godown of the Company, Consignees, and other parties are requested to inspect and care for their goods, for which the Wharf Company will be held responsible.

EDWARD OSBORNE, Secretary, Hongkong, 1st September, 1906.

OLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., has now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be put at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager, Hongkong, 22nd June, 1905.

Intimations.

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—14, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

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New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Mardara, Kure, Shimonoeki, Moji, Wakamatsu, Sarayu, Nagasaki, Kuchinotani, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichinura, Kanda, Manada, Manoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshimoto, Yoshio, Yonokibara and other Coals.

S. MINAMI, Manager, Hongkong.

THE CITY OF PARIS,

2, PEDDER STREET, (OPPOSITE THE HONGKONG HOTEL), MADAME FLINT, Manageress.

SPECIAL LOW PRICES FOR AUTUMN COSTUMES.

SEE DESIGNS IN OUR WINDOWS.
Hongkong, 11th September, 1906.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. till 10 P.M. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights.

Hongkong, 15th March, 1906.

H. HAYNES, Manager.

VICTORIA HOTEL, SHAMEEN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL, MACAO, CHINA.

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, NEAR THE TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1906.

CARLTON HOUSE HOTELS,

Nos. 8 and 10, Ice House Road.

ELEGANTLY FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CHINESE SPECIALITIES.

For terms, apply to—

THE PROPRIETOR.

Hongkong, 7th May, 1906.

ORIENTAL HOTEL, MACAO.

A FIRST CLASS HOTEL situated in the Centre of Praia Grande with splendid view of the Harbour.

LARGE AND LOFTY ROOMS, Elegantly Furnished.

EXCELLENT CUISINE.

WINE AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to—

THE MANAGER.

Macao, 16th October, 1905.

Hongkong, 19th May, 1904.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

101

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR AND BILLIARD-ROOMS.

HOT AND COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 4th December, 1905.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

101

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN" 2,338 tons Captain W. A. Valentine.
 "FATSHAN" 2,260 " R. D. Thomas.
 "HANKOW" 3,073 " C. V. Lloyd.
 "KINSLEY" 1,995 " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
 Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HONAM" 2,363 tons Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M. On Sundays at Noon.
 Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,19 tons Captain T. Hamlin.
 Service temporarily suspended.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons Captain J. Willox.
 "NANNING" 500 " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or at BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 27th September, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
 11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).
 TONS. LEAVE HONGKONG. ARRIVE VANCOUVER.
 "MONTEAGLE" 6,163 WEDNESDAY, October 3 October 27.
 "EMPERESS OF CHINA" 6,000 THURSDAY, October 25 November 12.
 "TARTAR" 4,425 WEDNESDAY, October 31 November 24.
 "EMPERESS OF INDIA" 6,000 THURSDAY, November 22 December 10.
 "ATHENIAN" 3,882 WEDNESDAY, November 28 December 22.
 "EMPERESS OF JAPAN" 6,000 THURSDAY, December 20 January 7.
 "EMPERESS" steamers will depart from Hongkong at 4 P.M.
 Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New "Palatial" "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL, being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence £60. via New York £62.
 Hongkong to London, Intermediate on Railways £40. £42.
 Steamers and 1st Class on Railways £40. £42.
 R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya.
 Hongkong, 27th September, 1906.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG. SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

SOLE AGENTS for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
 EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.
 REASONABLE PRICES.
 Hongkong, 7th March, 1907.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at

No. 35, DES VIGUE ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PRINZ LUDWIG	WEDNESDAY, 27th February.

ON WEDNESDAY, the 10th day of October, 1906, at Noon, the Steamship GNEISENAU, Captain Groch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till MONDAY, the 8th October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 9th October, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 9th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£32. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer at Said.

VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
SANDAKAN	4,763	TUESDAY, 16th October.
WILLEHAD	4,763	TUESDAY, 13th November.

ON TUESDAY, the 16th day of October, 1906, at Noon, the Steamship SANDAKAN, Captain with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
Return	\$80.00	\$50.00	\$30.00
TO NEW GUINEA	£38. 0. 0.	£18. 10. 0.	£14. 0. 0.
Return	£42. 0. 0.	£27. 15. 0.	£21. 0. 0.
TO BRISBANE	£30. 0. 0.	£20. 0. 0.	£14. 0. 0.
Return	£34. 0. 0.	£24. 0. 0.	£18. 0. 0.
TO SYDNEY	£33. 0. 0.	£23. 0. 0.	£15. 0. 0.
Return	£37. 0. 0.	£27. 0. 0.	£19. 0. 0.
TO MELBOURNE	£34. 10. 0.	£24. 10. 0.	£16. 0. 0.
Return	£39. 0. 0.	£29. 0. 0.	£20. 0. 0.
TO YOKOHAMA	\$80.00	\$60.00	\$40.00
Return	\$120.00	\$90.00	\$60.00
TO KOBE	\$95.00	\$70.00	\$50.00
Return	\$140.00	\$100.00	\$70.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	DATE
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZESS ALICE	WEDNESDAY, 10th October.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON	WEDNESDAY, 24th October.
YOKOHAMA & KOBE	WILLEHAD	WEDNESDAY, 24th October.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG. VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK BY C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K., and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd, are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHER & CO.,

Hongkong, 28th September, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twill Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 373, 504, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	First half October	JAPAN VIA SHANGHAI	Second half October
JIIPANAS	JAPAN	Second half October	JAVA PORTS	Second half October
TJILIWONG	JAPAN	First half November	JAVA PORTS	First half November
TJIMAH	JAVA	First half November	JAPAN VIA SHANGHAI	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	Second half November

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 29th September, 1906.

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WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, AT 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 30 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
 The steamers sail from HONGKONG to SAMSHUI, SHUOHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905.

[41]

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Beutlich Street 566, Nanjing Road.
 Hongkong, 27th November, 1905.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 10th September, 1905.

[65]

NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of

JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET, Hongkong.

Hongkong, 28th April, 1906.

[66]

A. CHAZALON & CO.

JUST UNPAKED.

ANCHOVY IN OIL (Boneless).

STUFFED OLIVES.

SARDINES (Boneless).

Do. AU CITRON.

FISH PASTE FOR SANDWICH.

PURRE DE FOIE GRAS Do.

AND

Other Picnic size tins of PRESERVES.

FRENCH BISCUITS.

HUNTLEY & PALMER'S BISCUITS and

CAKES.

CROSBY and BLACKWELL'S SAUSAGES,

STREAKY BACON, BATH CHOPS, &c.

ALSO

GERMAN SAUSAGES, ASPARAGUS, and other

VEGETABLES.

Hongkong, 21st July, 1906.

[67]

Intimations.

Powell's

(28, QUEEN'S
ROAD.)

—Have just received their
New Stock

—of
FOOTBALL

BOOTS.

The "Cert" Registered.

CHROME

Light weight, no pads,
Studs, cut-to cap and
joint strap one piece.
Unbreakable Toe—

\$6.00

Pair.

**RUSSET
CALF**

Medium weight, one pad,
Bars, Superior qual-
ity, very hard Toe
cap—

\$8.00

Pair.

Thoroughly Reliable
Boots.

**Wm. Powell,
LTD.,**

(OPPOSITE THE CLOCK TOWER)

HONGKONG.

Hongkong, 25th September, 1906.

For Sale.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.
SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE
BOXES.
MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SERONGS.
MANDARIN COATS, COTTON
SHIRTS.
SILK LACE SCARVES AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

**GREEN ISLAND CEMENT COMPANY,
LIMITED.**

PORTLAND CEMENT.

In Casks of 375 lbs. net **\$4.75** per Cask
ex Factory.

In Bags of 250 lbs. net **\$2.80** per Bag
ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 19th September, 1906.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

Price \$10.50 per case of 24 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.,

Hongkong, 19th January, 1906.

FOR SALE.

JVELSBACH'S IN-

DOOR and OUT-

DOOR LIGHT

GAS ARC LAMPS.

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, CHIM-

NEYS, GLOBES,

SHADES, &c., &c.,

and INCANDESCENT

LAMPS and GASOLINE

LAMPS of all descriptions from best

makers.

NAPHTHA of the best

kind for GASOLINE

ENGINES, kept in stock.

TAI KWONG CO.,

109, Des-Vieux Road Central.

Hongkong, 25th September, 1906.

SELF CURE NO FICTION!

MARVEL UPON MARVEL!

NO SUFFERER

NEED NOW DESPAIR,

but without running a doctor's bill or falling into

the deep ditch of quackery, may safely, speedily and

economically cure himself without the know-

ledge of a second party. By the introduction of

THE NEW REMEDY

THERAPION,

a complete revolution has been wrought in the

department of medicine, whilst thousands have

been restored to health and happiness who for

years previously had been merely dragging out a

misérable existence.

THERAPION No. 1—A Sovereign

Remedy for discharges from the urinary

organs, suppurating infections, the use of which

does irreparable harm by laying the foundation

of stricture and other serious diseases.

THERAPION No. 2—A Sovereign

Remedy for primary and secondary skin

eruptions, eruptions, pains and swellings of the

limbs, and all those complaints which mercury

and arsenic are popularly but erroneously

supposed to cure. This preparation purifies the

whole system through the blood and thoroughly

eliminates all poisonous matter from the body.

THERAPION No. 3—A Sovereign

Remedy for rheumatism, neuralgia, sciatica,

gout, and all those painful diseases which result

from impurities in the blood, and all those

disorders resulting from early error and

excess which the faculty so persistently ignores,

because so injurious to its own interests.

THERAPION is sold by principal Chemists

throughout the world. Price in England 12

s. 6d. In order to state which of the three

numbers required, and observe that the word

"Tigrapion" appears on British Government

Stamp in white letters on a red ground affixed

to every package by order of His Majesty's

Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd.,

Hongkong, China and Manila.

Hongkong, 25th September, 1906.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
from the P. and O. S. N. Co. to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
MONDAY,

the 1st October, 1906, at 11.30 A.M., at the
Hongkong and Kowloon Wharf and Godown
Company's premises, Kowloon,
1,051 Bales HEMP
ex Lighter "MADGE".
Many BALES BROKEN and all more or less
damaged by sea water.

TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th September, 1906.

PUBLIC AUCTION.

THE Undersigned has received instructions
to sell by
PUBLIC AUCTION,
ON

FRIDAY AND SATURDAY,
the 5th and 6th October, 1906, commencing
each day at 2.30 P.M., at "New Kingsclere,"
Kennedy Road,
A QUANTITY OF
**VERY VALUABLE HOUSEHOLD
FURNITURE,**
Comprising—

SILK TAPESTRY and PLUSH COVERED
DRAWING-ROOM SUITES, MARBLE
FIGURES, OCCASIONAL TABLES,
FANCY FRENCH MIRRORS, ORNA-
MENTS, PICTURES, &c., &c.
EXTENSION DINING TABLE, HAND-
SOME SIDEBOARDS with MARBLE TOP
and BEVELLED MIRRORS, DINNER
WAGGONS, MOROCCO COVERED DIN-
ING ROOM SUITE, BOOK CASES, PIC-
TURES, CURTAINS, &c., &c.
WASHSTANDS, MARBLE TOP
HANDSOME WARDROBES, BEDROOM
SUITES, &c., &c.
TIENISIN and PILE CARPETS and
RUGS, GLASS and CROCKERY WARE,
and KITCHEN UTENSILS, and a quantity
of FINE ELECTRO-PLATED WARE.

ALSO
CARRIAGES and a quantity of SAD-
DLERY.
TERMS—As Customary.
On view from Wednesday, the 3rd October,
1906.

GEORGE P. LAMBERT,
Auctioneer.
Hongkong, 25th September, 1906.

To Let.

TO LET.

**EUROPEAN SHOPS, OFFICES, and
GODOWNS** (suitable for Dry Goods
Storage) at No. 14, Des Vieux Road Central,
(formerly occupied by Messrs. Shewan, Tomes
& Co.)

Apply to—
HO TUNG,
Comptroller Department,
Jardine, Matheson & Co.
Hongkong, 26th September, 1906.

TO LET.

**OFFICES in KING'S BUILDING and
YORK BUILDING,
GODOWNS on PRINCE EAST.**

A HOUSE in CLIFTON GARDENS, Con-
duit Road.
A HOUSE in RING TERRACE.
A HOUSE in WONG-CHONG ROAD.
FLATS in MORETON TERRACE.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 5th September, 1906.

TO LET.

A HOUSE in KNOTTS TERRACE,
KOWLOON.
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 31st July, 1906.

TO LET.

HOUSES in MORISON HILL GAP ROAD.
4 Rooms with Bathrooms and
Servants' Quarters. Cheap.
EUROPEAN FLATS in "WILD DELL"
BUILDINGS, No. 147, Vanux Road. Each
suite contains Bathroom and Kitchen. Very
Low Rent.

GODOWN, No. 9, "WILD DELL" BUILD-
INGS.
Apply to—
PERCY SMITH & SETH,
Accountants and Auditors, &c.,
5, Queen's Road Central.
Hongkong, 24th July, 1906.

Intimations.

VIOLIN AND MUSIC LESSONS.

LADY VIOLINIST can spare a couple
hours daily for lessons in VIOLIN and
MUSIC to Ladies and Children. Private Tuition.
For Terms, apply to—
"B."

C/o Hongkong Telegraph.
Hongkong, 11th September, 1906.

KWONG SANG & Co.,

No. 70, WELLINGTON STREET.

**GENERAL DRAPERS, MANUFAC-
TURERS and DEALERS in Ladies'
and Children's Underwear, Silk, Pongee, Grass-
cloth, Fancy and Home Goods, &c.**
Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

FLOCKS IN FOLD.

Grey sparrows flock over the farmhouse lane,
Away to the pastures that dreamy lie,
Round the harvested grain in the fallows high;
For the rickyard's alight with barley shimmer,
With oaten glow and with wheaten glimmer,
Round shepherds and byre as the days grow
dimmer,
In the softness of seaborne rain.

When the sheep fair is over, the first rain fall
Brings the dear winter over the ridge;
But by lichen roof-tree and ivied bridge,
With drowsy murmur and hushful mutter,
Mid the deepening dusk grey flocks will flutter—
Sweet as a charm the songs they utter.
Round the manor farm's moated wall!

Grey wethers flock bleating down the lane,
Away to the pastures that dreamy lie,
Where the shepherd's light gleams as the night
goes by:
Filed is the myrtle and fallen the roses,
Faded and gone are the farmer's posies.
The dewfall deepens, the day soon closes,
And the tide sighs in, with the rain.

But in all the dim fields as the moons grow cold,
Wild birds whistle back to the waving sedge,
And there's a cot of grey woven in every hedge;
For with fleece and wool and flower-seed-leather
In field and fallow, from loft and heather,
Clustering warm and keeping together,
Grey flocks have come home to fold!

—Fall, Mall Gazette.

THE SEAL POACHING
TRAGEDY.

AMERICAN COMMENTS.

The killing of Japanese seal poachers by an
American guard on St. Paul Island, one of the
Pribiloff group, says *The Sun* (New York),
cannot lead to international complications, the
seals being American property, or the property
of the lessee company. It is well understood
that seal poachers, whatever their nationality
or the flag they sail under, take their lives in
their hands when they raid the rookeries with-
in the three mile limit, if they venture to resist
arrest.

Seal poaching is not piracy, the extreme
penalty being imprisonment for six months.
Punishment does not really fit the crime of de-
pleting the seal herd, and the risk of detec-
tion in the remote and often fog-bound North,
along shores insufficiently guarded, is so
inconsiderable that a large fleet of vessels,
chiefly under the Japanese flag, is constantly
engaged in the adventurous work of spoliation.

The scene of their exploits is usually in the
open sea, or at least beyond the three mile
limit. Raids similar to those reported by Chief
Agent Lemkey are now of rare occurrence.
The Japanese Government, it may be assumed,
will ignore the incident if satisfied of the
truth of the official statement to our
State Department. An international com-
plication could arise only if Japanese sub-
jects engaged in pelagic or open sea sealing
were killed by the American patrol, for Japan
was not represented in the conference in 1893
which prescribed regulations for preserving the
seal herd. It was agreed between Great
Britain and the United States that pelagic
sealing, should not take place within sixty miles
of the Pribiloff Islands, that between May 1
and July 31 of each year seals were not to be
pursued anywhere in Bering Sea; and that
only licensed vessels should be permitted to
engage in seal sealing, firearms and explosives
being barred.

A vessel with a Japanese register is found
only by the three mile limit and need not re-
cognize a closed season; but it is the opinion
of Mr. Henry W. Elliott, a specialist on pelagic
sealing, that the owners and officers of vessels
engaged in slaughtering the seals as they pass
to and from the Pribiloff Islands in the breed-
ing season are Canadians or Americans, who
fly the Japanese flag to evade the regulations
of the Paris conference. The seal is more
of a land than a sea animal, and leaves its
Alaskan habitation only for a short time every
year for the purpose of propagation. It is dur-
ing this period of migration that it falls a prey
to the prowling pelagic fleet.

At the conference in 1893 the American
Commissioners, Justice Harlan and Senator
Morgan, dissented from the majority opinion
that the United States had no right to protect
the seals in Bering Sea when found outside the
three mile limit. It was the contention of the
American counsel, E. J. Phelps, James C. Carter
and Frederic R. Coudert, that the seals inhabiting
the Alaskan shore were really American property,
and that they did not lose this quality by
passing from one part of American territory to
another, even though in making the passage
they traversed "water" outside the three mile
limit. The argument was based upon
principles of right and justice, but Great Britain
would not admit the soundness of it, because
her Canadian subjects derived a large revenue
from pelagic sealing. Mr. Blaine had previously
pointed out that England made regulations for
the pearl fisheries in the Indian Ocean which
affected foreign vessels operating outside the
three mile limit.

The rules formulated at the Paris conference
were to remain in force until abolished by
mutual agreement. There will be communica-
tions between the Japanese and American
Governments concerning the Saint Paul Island
raid, and possibly the British Government will
be drawn in if Mr. Elliott is right in his
surmises about the ownership of the vessels involved.
Why would it not be opportune to reconsider
the preservation of the rapidly diminishing
seal herd in Bering Sea, and make Japan and
Russia parties to the agreement to prohibit
pelagic sealing?

GLASGOW, as a city, owns property worth
£14,000,000, and 6,000 acres of parks.

OUR Naval expenditure is running up at an
average rate of nearly a million a year; that of
Germany is increasing about £300,000 a year.

Intimations.

DONE BY TRYING.

Nobody can tell what he can do till he tries.
When a thing ought to be done the modern
spirit moves us to keep working away at it
until it is done. In the face of this idea the
"impossible" vanishes. Where there's a will,
there's a way. "If we could but rob cod liver
oil of its sickening taste and smell and then
combine it with two or three other ingredients
we should possess the best remedy in the world
for certain diseases that are now practically
incurable." So said a famous English physi-
cian twenty-five years ago. "But it will never
be done," he added. "You can no more turn
cod liver oil into a pleasant palatable medicine,
than you can turn the Codfish itself into a Bird
of Paradise." Yet he lived to admit that in
WAMPOL'S PREPARATION

the "impossible" had been accomplished. It
is palatable as honey and contains all the
nutritive and curative properties of Pure Cod
Liver Oil, extracted by us from fresh cod livers,
combined with the Compound Syrup of
Hypophosphites, Extracts of Malt and Wild
Cherry. This remedy is freed from the bad
peculiarities Dr. Frothingham so detested, and
it is precisely the splendid medicine he wished
for. Use it freely and confidently for Anemia,
Hysteria, Wasting Complaints, Blood Impuri-
ties, Asthma, and Throat and Lung Troubles,
Dr. W. H. B. Aikins, F. R. C. P., London,
M. D. C. M., Victoria University, M. B.,
Toronto University, Consulting Physician to
Home for Incurables, Physician to Toronto
General Hospital, says: "I am much pleased
to state that the results from using Wampole's
Preparation of Cod Liver Oil have been
uniformly satisfactory; it appealed to me
as being prepared according to correct sci-
entific principles." It increases the appetite and
influences the digestion of food; it is delicious
to take, will not disappoint you and is effective
from the first dose. "It represents the dawn
of progress." At chemists everywhere.

**SCOTTISH MASONIC QUADRILLE
ASSOCIATION.**

MASONS wishing to join the above are
requested to communicate with the
Undersigned (at Dance on the 3rd November).

J. J. BLAKE,

Secretary,

Headquarter Offices,

Hongkong.

Hongkong, 28th September, 1906.

**THE GREAT NORTHERN TELEGRAPH
COMPANY, LIMITED.**

HONGKONG STATION.

REFERRING to the Notice of 20th Decem-
ber, 1905, and subsequent Notices,
SENDERS OF TELEGRAMS are hereby advised
that, from 1st October next, the Currency
equivalent of the FIVE will, subject to
revision after three months, be fixed at 50.38,
at which rate the charge for all Telegrams will
be 20.38 (from 10.18 and 10.18 date).

OLAF NIELSEN,

Superintendent.

Hongkong, 20th September, 1906.

**THE PUBLIC HEALTH AND BUILD-
INGS ORDINANCE COMMISSION.**

TAKE NOTICE that a Commission has
been appointed to enquire into and
report on the following matters, viz:—

1. Whether the administration of the Sanitary
and Building Regulations enacted by
the Public Health and Buildings Ordinance,
1903, as now carried out, is satisfac-
tory, and, if not, what improvements can
be made.

2. Whether any irregularity or corruption
exists or has existed among the officials
charged with the administration of the
aforesaid Regulation.

The Commission earnestly invite the in-
habitants of Hongkong and Kowloon to
co-operate with them by forwarding any com-
plaint they may have to make or suggestion to
offer in connection with the matters aforesaid
to the Undersigned.

Any person examined as a witness in the
enquiry aforesaid who in the opinion of the
Commissioners makes a full and true dis-
closure touching all the matters in respect of
which he is examined will receive a certificate
from the Commission which will protect the
witness against any civil or criminal proceed-
ings which may be instituted against such
witness in respect of any matter touching
which he has been examined.

By Order,

W. BOWEN-ROWLANDS,

Secretary.

Hongkong, 6th July, 1906.

A WONDERFUL DISCOVERY.

This theory of research and experiment, when
applied to the study of the human mind, has
indeed made giant strides during the past century,
and among the by no means least important
discoveries in medicine comes that of **THERAPION**,
particulars of which will be found in another
column. This preparation is unquestionably one
of the most genuine and reliable Patent Medicines
ever introduced, and has been used in the
Continental Hospitals by Boer, Roustan,
Robert, "Vieux," Moutonnet, the well-known
Chauvignac, and indeed by all those who are
regarded as authorities in such matters, including
the celebrated Lallemand, and Roux, by whom it
was first made and uniformly adopted, and that
it is worthy the attention of those who require such
a remedy we think there is no doubt. From the
time of Aristotle downwards, a potent agent in the
removal of disease has been the use of the Philo-
sopher's Stone, the object of search of some
of the most genuine and reliable Patent Medicines
ever introduced, and has been used in the
Continental Hospitals by Boer, Roustan,
Robert, "Vieux," Moutonnet, the well-known

Intimation.



"STILL LEADING."
WATSON'S
LIQUEUR
SCOTCH
WHISKY.

\$15 per case.

A. S. WATSON & CO.
LIMITED

WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1824.

Hongkong, 28th September, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, at Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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The rates per quarter and per month, proportional.

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On the Continent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue, to any part of the world is 30 cents per copy.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

LAMBERT.—At Goodwood, Babington Path, on the 28th inst., Mrs. H. A. LAMBERT, of a son.

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 29, 1906.

HONGKONG'S THOROUGHFARES.

No reference to the condition of the principal thoroughfares in Hongkong could have been made at a more opportune moment than the present, for people are in a position to judge for themselves whether the roads of Hongkong are, during the rainy season, all that they should be. At the last meeting of the Legislative Council the Hon. Mr. E. A. Hewett remarked that: "Nobody can deny that the condition of the macadamised roads are a disgrace to any town that calls itself civilised. In wet weather they are impassable seas of mud. In dry weather it is almost impossible to walk on them on account of the broken surface, reminding one of the middle age saints who used to expiate their sins and do penance by walking to Canterbury with shoes full of dried peas." Queen's Road Central, probably the busiest street in the Colony during the hours of business, is very far from being in a satisfactory condition after a shower of rain. If this state of affairs prevailed in a city where there was much horse traffic, the ruts and cavities could possibly be explained away, but here in Hongkong there are not half a dozen horse-carriages in daily use. The vehicular traffic is purely carried on by means of the indispensable ricksha-coolies, whose bare feet and light machines are scarcely calculated

ed to dig up the street and render it an "impassable sea of mud" after a passing shower. When a real thunder-storm occurs the streets are flooded in every direction, and the ordinary pedestrian has to make long detours to reach his destination. It can hardly be held that this is a satisfactory exhibition of Hongkong's drainage capacity. In one case, the other day, a shop in Queen's Road was flooded to the depth of three feet, and the damage done to stock is estimated at fully \$3,000. It would seem that the city's main artery is not only allowed to remain in the condition of an unfrequented lane, but is primarily constructed on wrong principles. It is higher at one side than at the other instead of being rounded off with the object of depositing the rain-water in the capacious gutters. But the Director of Public Works is quite complacent on the subject. "Personally," he said, "I consider the roads of this Colony are, generally speaking, in very good condition." And the D. P. W. referred to the streets of London, where one was spattered with mud from head to foot in wet weather. Surely there is a difference between the traffic of London and that of Hongkong, and it will not be contended that after a heavy shower in the metropolis the mud is allowed to remain. It is swept away immediately and pedestrians are not compelled for days afterwards to wade through mud and slime. A reference was made by Mr. Hewett to the tentative experiments which have been made in wood paving. It would be decidedly interesting to learn the result of those experiments. A patch of roadway at the foot ofadder Street where it joins Des Voeux Road was laid with wood, but whether it is considered a success or not nobody can tell, and nobody seems likely to lighten our darkness. The question of wood paving hinges to a large extent on the cost of the blocks. When we remember that huge forests of jarrah are rotting in Australia, it should be clear that the cost of using wooden sets to pave the streets should not be beyond the scope of the Colony's purse. At any rate, some improvement on the present system is eminently desirable. With regard to the "tramway track," it is perfectly correct, that in some parts there are cavities which retain the rain-water, but the Tramway Company are not entirely to blame for that, because all wheeled traffic uses the track. The rickshas may not excoriate the hard macadamised road, but by continually bumping along the tramway's route they dig up the stone track with the result that ruts are perpetually being formed and enlarged. Indeed, the fact that the vehicular traffic invariably takes the roadway rather than the tramway at the sides severely alone, except when passing cars, should make the macadamised roadway along the route of the tramway a model of perfection. It is to be feared, however, that the contrary is the case, for the streets traversed by the cars are quite as impassable for foot passengers as any other thoroughfares after a shower. We do not desire to be censorious, but the engineers of the Public Works Department might be encouraged to give a glance to this side of their duties in the hope of achieving a more satisfactory state of affairs.

LOCAL AND GENERAL.

MR. T. K. Dealy and Mr. Young Heg have been appointed members of the Board of Examiners.

MR. L. Bolton has been appointed an assistant land surveyor in the Public Works Department with effect from the 20th inst.

THE annual meeting of the Police Recreation Club will be held at the pavilion at Happy Valley on Wednesday afternoon next.

MR. F. A. Hazeland was the only magistrate who presided at the Police Court this morning, and the daily cases, although they were few, were disposed of by candle-light, the electric light failing.

Tink case in which George Street, a warder in the Victoria Goal, is being charged with assaulting a gaol prisoner on the 28th inst. was called on at the Police Court this morning and further adjourned for a week.

WE are notified by Mr. S. Silverstone, the agent of the Pacific Mail Steamship Company, that the *Monongah* was refloated at Midway Island, at 3 o'clock in the morning of the 22nd inst., instead of the 20th inst., as at first reported.

As the 2nd October next (the 15th day of the 8th moon) is the Chinese Eighth Moon festival the office of the Imperial Maritime Customs at Canton will be closed for public business on that day, and therefore masters of vessels plying to Canton are warned that they will not be able to obtain port-clearances on that date.

IN reference to the recent death of Lieutenant Angell, U.S.N., at Chefoo last month, through an accident shot fired from a French vessel, the *China Review* learns that the French Government has expressed its regret, ordered a strict inquiry into the whole affair, and will pay an indemnity to the family of the deceased.

WE learn from the *Kahok Shimpu*, of Sendai, that Mr. Ouchi Gentaemon, owner of the Ouchi-ya dry-goods store, is about to erect at his own expense, a statue of a war-horse, in memory of the horses that were killed during the late war. The statue, which will be of bronze, is now being cast at the Wako Iron Works, and will be ready for erection about the middle of October.

LAM PUI, a marine hawk, residing at No. 25, Wing Fung Street, East Point, was charged before Mr. F. A. Hazeland, at the Police Court this morning, with being in unlawful possession of a quantity of copper sheeting. There was an extra charge against Lam, that of offering a bribe of one dollar to Lukong 912, yesterday, with a view to obtaining his release. Evidence was taken, and proving the defendant guilty, his Worship fined him \$5 on the first charge, and \$15 on the second. The money offered to the Lukong by defendant was ordered to be placed in the poor box.

SOME time ago, we learn, the Chief Police Officer of Canton approached the Chinese Minister at Tokio, requesting the latter to recommend two capable Japanese police instructors for the Canton Police Force. Subsequently to that request, it was found that several Chinese students, who had been studying police methods in Japan, had returned to Canton, and two of them having been requested to join the Canton Police Department, as instructors, the Chief Police Officer wired to the Chinese Minister at Tokio, withdrawing his request for the services of Japanese instructors, stating that they would not be required at present, but asking that the matter be kept before the Minister, in case such services might be required later.

AN English concern, in speaking of the 'demoralized condition of shipping, says: The present state of affairs is, no doubt, the result of the speculative ordering last year, and has also been accentuated by the new load-line, which has added thousands of tons to the carrying capacity of our mercantile marine. Even the old boats have become profitable, and the extra space spread over one company's fleet, is known to be equal to the addition of a new vessel. In fact, one well-known Liverpool company trading to China, has now an increased cargo capacity of 8,500 tons for one voyage of their fleet. Some authorities are of opinion that the deeper loading now possible may really lead to a revival in the industry. Greater cargo space, they contend, means cheaper freights, which, in turn, should lead to trade development, and, consequently, to a brisker demand for tonnage. But the outlook is far from satisfactory.

THE Sydney *Morning Herald* says the U.S.W. Government has decided to re-appoint Mr. J. B. Sutor to the position of Commercial Agent in the East, at a considerable increase on his former salary. The Premier regards the work already accomplished by Mr. Sutor as very satisfactory, and entertains little doubt that he will be the means of considerably increasing the trade of Australia with the East. Originally Mr. Sutor was appointed for three years, with a salary of £750 per year, and an allowance for expenses of £302 per year. His salary in future is to be £1,000 a year, with an allowance of £500, and he has been re-appointed for a fixed period. It is explained that the Agents for the State in the East have a rather expensive social position to maintain. Mr. Sutor was also to travel a great deal, and it is intended to appoint a secretary, to assist with the clerical duties, and the writing of reports, and attend to the office in Mr. Sutor's absence. The salary of the secretary has not yet been decided.

GOVERNOR H. C. IDE.

RETROSPECT OF A BUSY LIFE.

By the resignation of Henry Clay Ide, the United States Government in the Philippines, says the *Cable News*, is losing one of the best of public servants, a man who has given six years of his life to the service of his country and to the uplifting of a people who have too often struggled to resist the efforts put forth on their behalf.

Henry C. Ide is a lawyer of fame. He was born September 8, 1844, at Barre, Vermont. He was married in October 1871 to Mary M. Melcher. He received his education at Dartmouth college from which he graduated in 1866. In 1870 he was admitted to the bar and from 1878 to 1880 was states attorney for his native state. He sat in the state legislature from 1882 to 1886 and in 1891 was appointed United States Commissioner to Samoa. By joint appointment by the three governments of the United States, Great Britain and Germany he was appointed chief justice of Samoa serving in that capacity from 1893 to 1897.

In the formation of the United States Philippine Commission, an able lawyer and financier was needed, and preference was given to Judge Ide, not only on account of his well tried legal ability and his undoubted aptitude in matters of finance, but also on account of his knowledge of the characteristics of the native peoples of the Pacific. The record of his services in the Philippines is a sufficient justification of his appointment.

His labours here have not been confined to narrow channels. As secretary of finance and justice he has had to superintend the administration of justice in all the several courts of the archipelago, the courts of first instance, the court of land registration, the court of customs appeals and the supreme court. He has had to watch over the offices of the attorney and the solicitor general; to tend to the insular cold storage and ice plant; to struggle with the currency question, which for some years was the bugbear of the insular Government.

The banks and banking affairs, the insular treasury and budget have also come under his care, and the preparation of almost all the appropriation bills ever passed has been in his supervision. The city of Manila and all its troubles and trials have fallen to his lot as well as the customs service and the tariff, to say nothing of the internal revenue law which removed from the shoulders of the poorer and working classes the burden that is now shared by all alike.

ANOTHER TYPHOON.

SCENE AT THE HARBOUR.

OBSERVATORY GIVES AMPLE WARNING.

AN ADVENTUROUS JUNK'S CREW.

Among the Chinese floating population in Hongkong a curious rumour was prevalent yesterday to the effect that the next typhoon would be the worst yet experienced in the history of the Colony, and prove even more destructive than that of the 18th inst., were such a thing possible. It is probable that some Chinese seers-and prophets were at work to inflame the imagination of the ignorant natives, and the influence of the "magicians" was quite evident in the looks of the Chinese along the water front. The red signal was at the masthead of H.M.S. *Tamara*, and when it was replaced in the course of the afternoon by the black ball showing that a typhoon was approaching the Colony, followed at 5.5 p.m. by the firing of the typhoon gun, there was a scene of great excitement at the harbour. The few sampans and still fewer junks which safely emerged from the storm of last week had sail up and were off to the typhoon anchorage without a moment's delay. They were not to be caught in the grip of the storm again. In a few minutes the whole fleet of native craft was sweeping off to the shelter, determined that they were not to take any risks on this occasion. The junks fitted about the harbour, hurriedly making final calls and discharging passengers, before they started for the vicinity of 'Stonecutter's Island.' The big liners got up steam in readiness against the "blow" that was anticipated, and for a time the harbour was black with the thick smoke which belched from the funnels of the larger craft.

SPECTATORS ON THE WHARVES.

At that hour the offices and business houses were just closing and having heard the warning gun the workers trooped to the harbour to witness the scene. The wharves were thronged with sightseers of all nationalities, who stood and speculated regarding the effects of the coming typhoon. Most people were of opinion that another typhoon could do little damage to the craft in the harbour or the city itself, seeing that the late storm had answered for all the damage and destruction that could be done, unless the houses were to be razed to the ground. But the sight of the vessels heading for both ends of the harbour seeking safety was not reassuring to the nervous onlooker. One ship of considerable tonnage steamed slowly towards the Lyceumum Pass, either bent on making ample sea-room when the typhoon burst, or confident in her ability to wear out the storm, having decided to proceed on her journey. The *Robert Cook* proceeded to a buoy with a hundred yards of the quondam Star Ferry haw and tied up for the night. The ferry boats were crowded with passengers who were inclined to be left on the wrong shore. From Kowloon troops of Chinese arrived while the boats from Victoria were examined by Europeans and Chinese alike.

THE SEA.

The sea was now rapidly rising, and ominous clouds hung over the Eastern part of the Colony. In the opposite direction a wonderfully beautiful sunset was to be witnessed. It is often said that sunsets which charm the eye and stir the imagination are not to be seen at Hongkong, but last night the exception occurred. The two French warships in the harbour were frantically signalling to each other. The *Tamara* had the red flag at the mast head. An *Empress* boat seemed to be utterly oblivious of approaching danger, and was the only ship whose funnels no smoke was issuing. A few other steamers were preparing for the fight. As night fell, the *Tamara* flared with lights as if illuminated for a reception; the French men-of-war followed suit. The merchantmen remained content with their ordinary lights, those on the *Robert Cook* appearing exceptionally small.

ADVENTUROUS BOATMEN.

At this time a miniature lighter in which were two Chinamen, who looked half scared to death, was slowly poled round the end of Douglas's Pier. The Chinamen were practically naked and were working like Trojans, bringing their boat safely to the sea wall. Spectators on the pier shouted all manner of advice to the struggling boatmen. They tried at the top of their voices how boats could be managed and manoeuvred; they showed the men the best place at which to moor for the bobbing craft; and when they found that all their benevolent advice was unheeded, they turned round and called the boatmen nags. Eventually the lighter, or whatever it was, drew against the pier and was tied up by a rope as thick as a piece of twine. The anchor, which would have done duty for a model yacht, was "heaved" overboard by one man without any visible effort of strength. Moored Lead and stem, the craft rocked at the rate of fifty miles an hour while the boatmen did balancing feats which would have amazed an audience at the Hippodrome and secured the performers a competence for life. It took the united yells of the crowd to in-

duce these men to leave their boat. They finally crawled up the pier girders and gazed on their "junk." Then one of them made a dive down a pole and into the boat again. From somewhere, another so-called rope was produced and the vessel tied up with special care. Nothing more could be done for the safety of the craft and at length the "captain" left his "ship." There was no sign of it this morning.

BEGINNINGS OF THE STORM.

The water was very choppy by this time. Curiously enough, although the storm clouds were driving from the east the wind was blowing from the west. People continued to linger on the piers but the typhoon was like Prince Charlie "lang o' comin," and gradually the crowd dispersed. About half past eleven o'clock rain began to fall, the wind increased in violence and the typhoon had started. Shortly after midnight the rain was falling in torrents while the wind swept through the streets in furious gusts. It was hardly a typhoon; it was more like a gale as compared with our recent experience. But on the higher levels its full strength was realised, although it must be remembered that a storm at midnight sounds much more fearsome than in the day time. Doors and windows were banging, and a few shutters and street signs which had withstood the last visitation fell victims. The gale continued through the night, accompanied by a tropical rain, and only sobered about 5 a.m. There was still a strong wind blowing at dawn, but it was not of any importance. Heavy rain fell just as business people were trudging to their offices. The chair coolies had deserted the heights and there was no help for it but to make the best of the journey to the city. Of course the rain fell in torrents and most of those who reached Queen's Road on foot were drenched to the skin.

FERRY AND CARS STOPPED.

The ferry had stopped running to-day on account of the mountainous seas that were dashing over the quay walls, and consequently Kowloonites having their business offices in Hongkong had willy-nilly to remain at home and vice versa. The tramcars had been stopped and many had to tramp from Happy Valley to town through mud and slime and torrents of rain. The telephone system was out of order, the wires having either snapped or fouled, with the result that no questions or explanations could be put or made.

So far, however, it does not appear that any serious damage has been done—the first typhoon saw to that. Eight sampans were lying on the road at Causeway Bay, none the worse, apparently, for their rough usage. Various reports about losses sustained are to hand, but it is difficult to say what credence should be given to them. It is necessary to await the authentication of the rumours. One thing is certain, it cannot be averred that on this occasion the Observatory was dilatory in warning the shipping of the approach of a typhoon. It gave fully six hours' advance notice and allowed the shipping people to make ample preparations to meet the emergency.

ALONG CONNAUGHT ROAD.

Passing along Connaught Road, and the Praya West, there was but little evidence of the passage of the latest typhoon. True, the road was littered with heaps of wreckage, strewn in all directions, but this was merely the result of the action of the terrific force of the wind, redistributing the heaps that had been collected together, in preparation for removal after the disaster of the 18th inst. Luckily, as it happened, the floating population received timely warning of what once again threatened them, and it is believed that every junk, launch, sampan, and the smaller craft that plies about the harbour, took time by the forelock, and got away safely into shelter, before the storm burst. And it is as well they did so, for no vessels of that nature could have lived in the boisterous seas which were running like huge undulating hills, while all across and about the harbour, the waves dashed across the road, spreading their spray far and wide, scattering the natives who had the temerity to venture into the road. The strength of the wind and the driving rain was almost too much, even for the few European stragglers who, braving the elements, went on a sight-seeing excursion along that district. But beyond the boisterous sea and the fountains of spray there was practically nothing to see. The weather was so thick that it was almost impossible to make out the big steamers in the harbour, but the Harbour authorities were enabled to observe that they all appeared to be snug at their moorings, while all had steam up, in readiness for further emergencies. Blake Pier and the Star Ferry wharf, Douglas's wharf, the Yaumati Ferry wharf, and the piers further west, were all awash, with the turbulent seas keeping them at times almost entirely submerged. Of course no one was able to venture afoot, even if there had been any sort of craft available to venture in, so no "harbour news" was obtainable, but the entire absence of any floating debris would go to show that there had been no damage done by last night's and the morning's blow.

NO TRAMS AT THE PEAK ARE AT PRESENT STRANDED.

People living at the Peak are at present stranded, for the tram-cars are unable to run, and only a few venturesome spirits walked down to the City this morning, chairs, being out of the question, owing to the force of the wind. The lower level tram-car service was also entirely suspended, while Kowloon was entirely isolated, as it was an utter impossibility to attempt to run the Star Ferry boats in such a sea. Rickshas, remembering, or rather, their pullers remembering, their experiences of the 18th inst., were very chary of appearing with their vehicles for hire on the streets, and thus most of the residents in the suburban districts had to put their best leg forward, and "heel and toe" it into town, while chairs were conspicuous by their absence, they also, no doubt, having learnt by their recent bitter experiences, that discretion was the better part of valour, and so stopped at home—or, at any rate, left their chairs at home.

But at about 11 p.m., the weather then appearing to lift, a few rickshas and chairs made their appearance, further recruits joining them as the afternoon wore on, until at the time of going to press the ricksha and chair traffic appeared to have resumed normal conditions.

QUEEN'S ROAD CENTRAL AND WEST.

The only damage apparently suffered along Queen's Road, in the Central and Western districts, was through the blowing down of shop-signs, which, however, can easily be replaced hereafter, and the ripping up of the sun-blinds and hanging screens, suspended before the verandahs in the upper storeys of the houses, which were shred to ribbons, and left streaming to the wind, like miniature signals of distress.

THE S.S. "YING-KING."

A report emanating from native sources was in circulation this forenoon, that the s.s. *Ying-king*, which was on her way to Canton last evening, had foundered with all lives on board. No confirmation of the rumour could be obtained. At the office of the Company to which the steamer belongs an emphatic denial was given to the report. Our representative was informed that the s.s. *Yingking* left Hongkong at six o'clock last evening on her usual run to Canton, and carried, besides cargo, some two hundred Chinese passengers. The owners felt confident that, on the approach of bad weather, careful as Capt. Page, the skipper, is well known to be, he must have put in for shelter in one of the numerous safe bays along the route. Capt. Page is too reliable to risk his valuable ship and the lives in his care by venturing upon a continuance of the voyage until the storm had altogether subsided.

THE S.S. "HONAM."

The s.s. *Honam*, which is doing duty for the stranded *Huangshan* on the Macao-Hongkong run, did not sail from Macao at 7.30 o'clock this morning. She is known to have cast off her moorings in the inner harbour at Macao yesterday, and proceeded behind Malchow for shelter. She is safe and snug there.

CAPT. W. E. CLARKE.

Capt. W. E. Clarke, acting secretary of the Hongkong, Canton and Macao Steamboat Co., Ltd., has had quite a time of it since the 18th inst. He has been actively directing operations connected with the salvage of the two best steamers of his company. He left Hongkong by the *Lungshan* again yesterday for the *Kinshun*. On account of stress of weather, the *Lungshan* went to shelter, and so no news could be obtained to-day of either vessel.

Up to the time of writing—noon—no reports have been received at police headquarters of any lives being lost in to-day's typhoon. The police attribute this to the fact that the sampan people were given sufficient notice to make for shelter in time.

ON THE PRAYA EAST.

All along the Praya East to-day, from the corner of Arsenal Street and as far down as Observation Place is practically blocked to traffic, owing to the number of junk rafts that lie across the road.

THE TRAMWAY SERVICE.

No trams stirred out from the depot to-day, owing, firstly, to the boisterous condition of the weather, and, secondly, to the condition of the road, for in some parts along the Praya East the tram-lanes are covered, inches deep, with a layer of stones.

HOUSES BLOWN OFF.

That block of houses in Burrows Street, Wanchai Road, was the only one that suffered any damage during to-day's typhoon. The corrugated iron roofs of all these houses were blown clean off, as if the full force of the storm had been trained upon them.

ONE JUNK DEMOLISHED.

The only junk that was smashed up at East Point to-day, was one which was on the beach, near the Coriolian Yacht Club, undergoing repairs.

Work was being carried out on board her at the time, when a huge wave struck the boat and broke her in two against the Praya wall. Fortunately no one was injured. The mistress of the junk—an old woman—could not be consoled. Through her tears she informed Inspector Goulay that although the junk had suffered a good deal during the last typhoon, there were still hopes of repairing her. Now, after she had gone to the expense of \$300 in purchasing materials to patch up the junk, it was completely demolished. Inspector Goulay, in his usual kind-hearted fashion, offered the boat people food, and the old woman was the only one who refused, and preferred to stand on the beach during the heavy rain, and bewail her loss.

CHINESE GOOD CITIZENSHIP.

A SHANGHAI APPRECIATION.

We have had occasion more than once, lately, to allude to the high qualities of citizenship by which the Chinese are invariably distinguished. We see these civic virtues constantly exhibited in Shanghai, in the peaceable, industrious and law-abiding character of the native population, and we have just had a striking illustration of them in Hongkong. In the terrible experience through which the Colony has just passed, no section of the population seems to have risen to the emergency more nobly than the Chinese, and their high sense of public spirit, and the spontaneity and liberality with which they came forward with subscriptions to the relief fund, will long be remembered with gratitude by the authorities. It is true that the sufferers themselves are Chinese, and that in subscribing to assist them the

native contributors to the fund were only helping to alleviate the distress of their own fellow-countrymen, but that fact does not diminish the lustre of their generosity in any degree; for it is very evident, from the way in which the help was given, that if the victims had been of any other nationality, the pure strings of the Hongkong Chinese would have been loosened with equal readiness. This promptitude to assist may surely be construed as an expression of the appreciation of Hongkong, as well as a work of charity. If the Government, and the blessings and privileges which they enjoy under it, did not commend themselves to the native inhabitants of the Colony, we are sure that no money would have been forthcoming from that source, no matter how pressing the emergency. The Chinese would have said to the authorities in effect, "you govern the people and are responsible for them. It is your duty to see that they are relieved of their distress. Look after them." But things being as they were, the Chinese were sensible of the good work of the Government, and have shown their gratitude in a most unmistakable and acceptable manner. The spirit which they manifested is a most hopeful augury for the future of China, for good citizens as the Hongkong Chinese have shown themselves to be, it is almost certain that they will be equalled in civic virtue by the Chinese at large, as soon as conditions of the Empire take on a character to inspire the loyalty and devotion of a reasonable and intellectual people. — *Shanghai Times*.

THE OBSERVATORY.
The writer of "Topics of the Times" in the Shanghai *Mercury* remarks:—Re the typhoon, I note that your article put a finger on what seemed a weak point in the history of it as we had received it, and one which the Hongkong people are now taking so seriously, that "an inquiry" is to be made. I refer to the lack of notice from the Observatory. If red-tape, of which they are very fond in Hongkong, as in most British Colonies under the Crown, has had anything to do with the prompt issue of the warning, then indeed has the bill for the ruddy building material been a heavy one. And it might be so. We must wait to know for certain until the report is issued. But it may of course have been just such an instance as that referred to in your leader where no warning seems to have been given, even by nature herself.

THE CANTON BANKERS. BOYCOTT OF PERAK MERCHANTS. MORE OF THE CHAI LOONG GINGER FIRM CASE.

[From a Correspondent.]
Canton, 27th September.
On the 15th inst., you published the details of the dispute between the bankers guild and the Chai Loong firm. I now send you the latest developments, which are as follows:
As the case in which the bankers at Canton sued the master of Chai Loong, preserved-ginger manufacturers, for the recovery of a large sum of money, has not yet been settled, a meeting was held in Canton, on the 23rd inst., where the heads of fine charitable institutions, and representatives of 72 guilds, endeavoured to induce the bankers' guild, and Wong Ki Sam of the Chai Loong, manufacturers of preserved ginger, to come to terms and an amicable arrangement, in order that the threatened boycott of the latter and of his friend, Mr. Chu Su Chun, the prominent merchant of Perak, might be prevented. The meeting was held in the General Chamber of Commerce, but it ended in a *fiasco*, as the parties resorted to high words, and assumed bellicose attitudes, and alluding the peace-makers used every effort to pacify both parties, they were unsuccessful, and the meeting broke up in great disorder.

THE ACCELERATION OF THE CANADIAN MAIL.

WEEKLY SERVICES FORESHADOWED.
Mr. D. E. Brown, Hongkong agent of the C.P.R., who was among the passengers by the *Empress of China*, is reported to have stated at Montreal that the present acceleration is only the prelude to a still greater development of the C.P.R. service between Great Britain and the Far East. While, at its inception, the new fast service will be monthly, Mr. Brown expresses conviction that it will in all probability develop into a weekly service, as the problem of quick service between London and East of Asia is being greatly considered by the Canadian Pacific Company. "I have no hesitation," Mr. Brown is quoted as saying, "in stating that the Canadian Pacific will have four new *Empresses* on the Pacific Ocean uniform in type and speed with the *Empress of Britain* and *Empress of Ireland* on the Atlantic. The Company is laying its plans on that assumption now. There will be two more *Empresses* on the Atlantic service—two sets of four fast steamers at each ocean wing—that is what is bound to come. It may take six or seven years to achieve all this, but it is bound to come."—*Ex.*

THE INTERPORT MATCH.

THE RIVAL TEAM.
The *Shanghai Times* says:—The Selection Committee on Saturday last decided that the following men should be included in the team which is to represent Shanghai in the Interport Match:
Messrs. C. C. Dow, F. M. Guilfoyle, W. H. Moule, A. E. Lanning, V. H. Lanning, W. K. Stanley, T. Wallace, L. Walker, W. J. Turnbull and W. H. C. Weipert.
One place thus remains to be filled up.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

MANCHURIAN TRADE.

JAPAN'S NEW CONCESSIONS.

FAVOUR FOR A HEAVEN RIVAL.

[From Our Own Correspondent.]

Shanghai, 28th September, 10 a.m.

A communication from the Japanese Foreign Office states that simultaneously with the declaration of the opening to foreign trade of the cities of Antungshien, Tatungku, and Mukden by Japan, it was suggested by Japan that the Russian Government should abrogate the Supinkai Memorandum of 1st August.

The Memorandum in question had the effect of excluding the Japanese from participating in the benefits which are expected to flow from the opening of Southern Manchuria. Owing to Japanese pressure, the Russian Government have granted the concession desired by the Japanese and the Memorandum became void on the 28th September.

[Reuters.]

London, 27th September.

The Insurrection in Cuba.

The President and the Vice-President of Cuba will tender their resignations to-day. The Ministers and the Heads of Departments have already resigned.

It is stated that Cuba will be governed by a Commission appointed by the United States.

President Roosevelt has ordered every available marine to Cuba.

Mr. Taft has sent an ultimatum to the disputants, threatening that America will establish a military government in Cuba unless reason is listened to.

The Government has hurriedly consented to negotiate with the rebels, leaving disputed points to Mr. Taft.

The Governorship of New York.

Mr. Hughes, the barrister who played such an important part in the investigation of the insurance scandals, has been nominated the republican candidate for the governorship of New York.

Result of the Jockey Club Stakes.

- 1.—Beppo.
- 2.—Keystone.
- 3.—Mum Tree.

German Socialist Congress.

At the German Socialist Congress, at Mannheim, Herr Bebel created a sensation by a speech, in which he declared the proclamation of a general strike in Germany, as a weapon to obtain reforms, or as a weapon in the event of the Government intervening against the Russian revolution, which (intervention?) was impossible because it was doomed to failure.

International Law.

The Institution of International Law at Ghent has adopted articles prohibiting the use of wireless telegraphy by neutrals in a belligerent zone, such neutrals if captured to be treated as prisoners of war, and their ships and balloons may be confiscated.

The strewing of fixed or floating mines on the high seas is prohibited.

The Bering Sea Seal Fisheries.

A British warship, just returned to Vancouver, reports that there are an unprecedented number of Japanese sealers in the Bering Sea, unhampered by the *modus vivendi*.

SHIPPING AND MAILS.

MAILS DUE.

French (*Tourane*) 1st prox.
American (*Korea*) 4th prox.
Canadian (*Tartar*) 18th prox.

The Norwegian s.s. *Hauk* left Shimonski on 28th inst., for this port, and is due here on 3rd prox.

The I. C. S. N. Co.'s s.s. *Lalung* from Calcutta and the Straits left Singapore for this port on 28th inst., at 5 p.m.

The Imperial German Mail s.s. *Prinz Ludwig* which left here on 26th inst., arrived at Shanghai on 29th inst., at 9 a.m.

WITHIN twelve miles of Charing Cross are 800 miles of railway, with 700 stations. These carry 1,300,000 passengers daily.

In 1861 eleven hundred tons of pilchards were taken in one net off St. Ives. There were 167 million fish, and their value was £11,000.

THE RISE IN SILVER.

AND THE STRAITS CURRENCY.

At the half-yearly meeting of the Singapore Chamber of Commerce, held on the 17th inst., the Hon. Mr. W. H. Shelford said that during the past six months the same questions had been interesting them that had interested them for some little time. The chief of standing questions was that regarding the currency and the Harbour scheme; and they had still overhanging for discussion the question of the registration of partnerships. The currency scheme had passed through the Legislative Council which had the effect of authorizing the treasury to issue gold in exchange for dollars, thus completing the scheme laid down by Sir David Barbour. At the last annual meeting he called attention to the advance in the price of silver which gave some doubt as to the successful working of the currency scheme. Last March silver was standing in the neighbourhood of 29½ d. to 30 d. or even 31½ d. We had, he understood, still a margin of 4 or 5 % before the silver value of the dollar reaches 28½ d. He understood that the parity of the silver 28½ d. was 32½ d. which left the margin he had mentioned. Some thought that still larger allowances should be made to allow of melting down charges and shipping charges, before the dollar leaves the place, and he understood that 34½ d. was considered by some as the limit of safety. On the other hand they had had a large shipment of silver dollars to China month by month, which represented a large sum of money. If the premium on these dollars were to increase, there was a premium on clean dollars always in Hongkong, and it was doubtful whether they would come back. If they would look at the figures sent round month by month they would see some 185 or 175, or perhaps 130, but as a general rule, 130 and 185 thousand dollars had returned to the Colony every month. It was obvious that the silver value of the dollar was greater than 28½ d. Not only would these coins not return but larger quantities would go out. The margin, he thought, taken somewhere about 4 or 5 % on the present price of silver. The remedy to that, he had been suggested, was that they should raise the rate of exchange to 28½ d. But he hoped, in fact he believed, that that remedy would not be put in force. It was obvious, if it were put in force, they would have to adopt further modifications to Sir David Barbour's scheme. It was suggested that the Government should call in the present silver dollars, and issue a taken coin. That was a scheme which would involve some little difficulty when they considered there were some twenty-five million dollars in circulation in the Colony and Native States. What it would mean to call in these dollars and issue in place a taken coin was the question they must quite understand. When that taken coin was less intrinsic value it seemed necessary that the public and the natives should be reassured as to the value and the fact that they could get gold for it. That was the question which had been considered carefully by the Government of the present time and although there was no immediate hurry to come to a decision they realised how important it was that some decision should be come to. It had been suggested that gold should be made a legal tender and made payable in exchange for these dollar notes. Many people said gold would not circulate. Whether it circulated freely among the natives or not remained to be seen, but he did not see why it should not. It was obvious we should have plenty of stock and great reserves. What they had to do was to watch these reserves carefully and see that they continued to be made good. It was a question upon which it was absolutely impossible to dogmatise, but it was one nevertheless that they should carefully study and consider to the best of their ability.

THE FLOUR TRADE.

The *Post-Intelligencer* (Seattle) says:—Local flour millers do not believe that the increase in the rate of duty imposed by Japan upon flour will tend to reduce consumption in the Empire or to injure the market for the Puget Sound article. It is pointed out that the price for wheat is lower this year by more than the additional cost of the duty on flour and that flour can be sold in Japan, duty added, as cheap as before the increase in the tariff.

Japan ranks third among the countries of the world as a consumer of American flour, Great Britain being first and the Netherlands taking a third place more than Japan does. The wants of Japan are supplied entirely from the Pacific coast, in greater part from the state of Washington, the leading wheat producer and the leading milling state on the Pacific, and the state, moreover, which has the best lines of transportation to Japan on the shortest route. In the fiscal year ending June 30, last, Japan took flour from the United States to the value of \$4,536,354, so that it can readily be seen that its trade is of great importance to this state.

There was exported from the Pacific coast states to the countries bordering on the Pacific, in the last fiscal year, a total of nearly 3,000,000 barrels of flour, Japan taking the most, and Hongkong being a close second.

The export trade to all Pacific countries is rapidly centering on Puget Sound; particularly because much of the exports are of articles of local production in this state, such as flour and lumber. No other section of the country can compete with Puget Sound, either in cheapness of transportation to the Orient or in cheapness of production of these articles, hence, unless interfered with artificially, the trade of the countries bordering on the Pacific will naturally gravitate hither. It is reassuring to learn on the authority of these articles, hence, unless interfered with artificially, the trade of the countries bordering on the Pacific will naturally gravitate hither. It is reassuring to learn on the authority of these articles, hence, unless interfered with artificially, the trade of the countries bordering on the Pacific will naturally gravitate hither.

HIGHWAY ROBBERY.

PRISONERS ON TRIAL.

Two grass cutters trading under the names of Liu Fat and Wong Sam Hing were ordered to be detained in police custody by Mr. F. A. Hazeland, at the Police Court this morning, for examination next week.

The charge against the two defendants was that of highway robbery, which they denied. No witnesses have at present been examined by the Court, but a fishmonger and his *fok* will testify at the next hearing that at about five o'clock on the morning of the 15th instant they were tramping the hills to Deep Water Bay. When halfway between the Golf Club and Aberdeen Club three men, two of whom resembled the defendants, sprang out from the bushes and demanded the men to throw up their hands. The fishmonger's *fok* was backward in complying with the order and he was tackled by the robbers and pitched to the ground. When this was accomplished, and the *fok* silenced, the robbers, who carried knives, warned the complainants that if they raised a cry they would be killed. The highwaymen then went through the pockets of the complainants and secured \$8 in small coins and a silver bangle, valued at one dollar. They then disappeared in the direction of Aberdeen. The complainants continued their journey to Deep Water Bay where they reported the robbery. A description of the robbers was telephoned to all the stations, and yesterday the defendants were arrested in the Central district.

CHOW TUNG SANG'S ESTATE.

H.E. SHUM WANTS THE ACCOUNTS.

[From a Correspondent.]

Shanghai, 28th September.

His Excellency Viceroy Shum has asked the Chief Magistrate of Canton to have the accounts of the confiscated estate of Chow Tung Sang, millionaire, and the alleged embezzler, to be prepared for H. E. as the Magistrate was the only man in a position to deal with these matters, through his knowledge of the affairs of Chow Tung Sang. The Canton Magistrate replied that it was impossible to make any correct account yet, as all the details referring to the estate had not been received, and moreover, some of Chow's houses, lands, and other assets, were still being held, for want of purchasers. The Magistrate, however, said he would try to find buyers as quickly as possible, and endeavour to get the matter settled before H. E. left for the North.

CHINESE DIVERS' STRANGE DEATH.

NARROW ESCAPE OF THE FOREMAN.

As a fatal accident occurred on the 6th inst., during the block-laying operations now proceeding at the Government Dockyard, in connection with the construction of a new break-water for the Royal Indian Marine, says the *Bankers' Gazette* of the 8th inst. For the purpose of the correct laying of the huge concrete blocks which form the walls of the break-water, a number of expert divers are engaged under Messrs. Lowther and Company, the divers being mostly Chinese; under the direction of an English foreman diver named Boxall. Yesterday morning as usual Boxall, who is an expert swimmer and diver, and has been for many years engaged on similar works in the East, went down in his diving dress, accompanied by one diver, named Ah Sing. About thirty blocks are laid in the course of a day's work by means of a big crane, and yesterday morning Boxall and his companion, who had gone down at 8 o'clock had laid several blocks, when at about twenty minutes past ten, Boxall noticed a sudden cessation of the air current which is forced through the diver's helmet in a gentle stream through pipes from above. This sudden cessation naturally alarmed the divers, and Boxall quickly gave the signal to be drawn up by means of giving four tugs on the line. He had already begun to feel unwell, as throughout the morning's work there had been an insufficient pressure of air. Ah Sing must have felt very ill, as he signalled before Boxall, but for some inexplicable reason, he was not drawn up. Whether he lost his head, and tried to swim, as is supposed, or what was the precise cause of his failure to ascend to the surface was not sufficiently explained at the inquest which was held last night at the Dockyard, but probably more information will be afforded when the enquiry is resumed on Sunday, at eleven o'clock. Anyhow, Ah Sing was floating about in the water for some time, and when he was eventually drawn up he was in a collapsed state, though alive, he only lived a couple of minutes, dying before a doctor could be summoned. It is supposed that owing to the lack of pressure of fresh air through the pipes the air in the valve became poisonous, and in consequence Ah Sing, having waited till the last minute before signalling to be drawn up, became unconscious and was unable to help himself. Boxall, who was drawn up almost immediately he gave the signal, was soon himself again, although he had felt the effect of the lack of fresh air under water. The depth at which the work was being conducted was about thirty-five feet, and the mystery of Ah Sing's death has still to be cleared.

THE INQUEST.

The inquest was held on Wednesday night by Mr. P. Byrne, Coroner for Bombay, concerning the death of Ah Sing, who was 38 years of age. It was shown that the deceased was working in the R. I. M. Dockyard and was under water from 8-30 to 10-30 a.m., when the diver of the compressing machine found a decrease of pressure of air in the gauge glass and at once signalled to haul the divers up. But the deceased, before reaching the surface of the water, had become suffocated and he expired a few minutes after he was brought ashore. The inquest was adjourned.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on 28th inst.:—Business during the week has been quiet and we have very few sales to report. There has been a slight reaction in Docks, Wharfs and Steamboats.

Banks.—Hongkong and Shanghai Banks have ruled quiet during the week at \$800, and we have no sales to report. The London quotation is 293. Nationals can be done at 547.

Marine Insurance.—Unions have weakened to \$775 sellers, while Cantons are on offer at \$370. We have nothing to report on Northern Companies.

Fire Insurance.—Hongkong Fires are procurable at \$374. China Fires can be placed in small lots at 593.

Shipping.—Hongkong, Canton & Macao Steamboats after sales at \$24 have improved to \$25, at which rate there are buyers. China & Manilas are offering at \$231 and Douglas's at \$46. In their report just issued the profit and loss account after paying all running expenses, premia of insurance, remuneration to the consulting committee and auditors' fees, shows a credit balance of \$61,809.45, which with the consent of shareholders it is proposed to appropriate as follows:—To pay a dividend of 5 per cent. on the capital of the Company, absorbing \$50,000, and to write off the balance at \$11,809.45 from the company's properties on June 30th last. Indos have ruled firm and close steady at \$74. The Shanghai quotation is unchanged at Tls. 544. Shell Transports are wanted at 29½ and Star Ferries are unaltered.

Refineries.—China Sugars after changing hands in fair lots at \$150 and \$158 are quoted at \$157. Luzons are neglected and without business at \$22. In the north Perak Sugars have changed hands at Tls. 85.

Mining.—Sales have been effected of Raubs at \$8, closing with buyers at this rate.

Docks, Wharves and Godowns.—Hongkong & Whampoa Docks were placed at various rates, viz.: \$150, \$155, \$154 and \$153, and close with sellers at \$153. Shanghai Docks have not maintained their position and have receded to Tls. 106. Kowloon Wharfs are inquired for at \$94, while Hongkew's are quoted at Tls. 240.

Lands, Hotels and Buildings.—Hongkong Lands are obtainable at \$109. Hotels are fixed at \$115. Humphreys' Estates are procurable at \$114.

Cotton Mills.—Ewos continue in demand at Tls. 75. Lau Kung Mows were negotiated at Tls. 83. Hongkong Cottons are to be had at \$124.

Miscellaneous.—Green Islands were dealt in to some extent at \$21, but close weaker with sellers at quotation. China Light and Powers fetched \$107 and are now quoted at \$100. China provisions were bought at \$0.50 and Elections are in request at \$147. In the north Langkats were sold at Tls. 240 cash and Sumatras have risen to Tls. 90 buyers.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	212 7/16
Do. demand	212 1/2
Do. 4 months' sight	212 13/16
France—Bank T.T.	277 1/2
America—Bank T.T.	52 1/2
Germany—Bank T.T.	22 1/2
India T.T.	164
Do. demand	164 1/2
Hongkong—Bank T.T.	72 1/2
Singapore T.T.	107 1/2
Japan—Bank T.T.	107 1/2
Do. demand	133

Buying.

4 months' sight L/C	213
5 months' sight L/C	213 1/2
10 days' sight San Francisco & New York	3 3/16
10 months' sight do.	55
6 months' sight Sydney and Melbourne	2 3/4
3 months' sight France	282 1/2
1 month's sight do.	283 1/2
1 month's sight Germany	230
1 month's sight Japan	314
Bank of England rate	4 1/2
Sovereign	9.05

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

POSTPONEMENT OF MEETING.

IN consequence of the Typhoon, the ANNUAL GENERAL MEETING advertised for To-day is postponed until TUESDAY, 2nd October, at Noon.

THE TRANSFER BOOKS of the Company remain closed until after that date.

— DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 29th September, 1906. (96)

NOTICE.

ALL PERSONS having CLAIMS against the Estate of the Right Reverend JOSEPH CHARLES HOARE, D.D., late Bishop of Victoria, are requested to send particulars of the same to the Undersigned as soon as possible.

Hongkong, 29th day of September, 1906.

DENNIS & BOWLEY, Solicitors.

Supreme Court House.

PARTICULARS AND CONDITIONS OF THE LETTING BY PUBLIC AUCTION SALE, to be held on MONDAY, the 8th day of October, 1906, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Hung Hom, in the Colony of Hongkong, for a term of 75 years, from 16th day of May, 1904, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of the Lot.	Registry No.	Locality.	Boundary Measurements.				Contents in Square Feet.	Annual Rent.	Upset Price.
			N.E.	S.W.	N.W.	S.E.			
1	100	Hung Hom.	50	50	45	45	10,000	214	20,000

Hongkong, 29th September, 1906. (96)

Intimations.

— THE ROBINSON PIANO CO., LD.

ARE SHOWING

HIGHEST CLASS

PIANOS,

THE LEADING MAKERS

OF

THE WORLD.

Steinway.

Bechstein.

Bluthner.

Winkelmann.

Collard & Collard.

Hopkinson.

Haake.

Krauss, &c.

CASH or CREDIT,

OR ON

HIRE FROM \$10 PER MONTH

INCLUSIVE.

Hongkong, 29th August, 1906. (98)

£1,000.0.0

was offered by Mr. LINDE-

MAN if any added matter

whatever (deleterious or

otherwise) could be

found in any one wine in

his vast stocks.

AUSTRALIAN WINES.

CAWARRA CLARET.

Per case 12 bottles\$15.00

„ „ 24 „ 16.00

CAWARRA HOCK.

Per case 12 bottles\$15.00

„ „ 24 „ 16.00

We can specially re-

commend the above as

being of exceptional

quality and flavour.

H. PRICE & CO.,

SOLE AGENTS,

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"DARDANUS"	4th October.	
GLASGOW and LIVERPOOL	"JASON"	10th "	
GLASGOW and LIVERPOOL	"DEUCALION"	17th "	

HOMeward.

FROM	STEAMERS	TO	DATE
HAVRE, ROTTERDAM & L'POOL	"KINTUCK"	30th September.	
LONDON, AMSTERDAM & L'POOL	"MACHAON"	9th October.	
GENOA, MARSEILLES & L'POOL	"CALCHAS"	20th "	

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA	"NINCHOW"	29th September.	
	"ANTIOCHUS"	28th October.	

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"OANFA"	2nd October.	
	"TELEMACHUS"	3rd November.	
	"BELLEOPHON"	3rd December.	

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th September, 1906.

CHINA NAVIGATION CO., LIMITED.

FROM	STEAMERS	TO	DATE
SHANGHAI	"KIUKANG"	30th September.	
SHANGHAI	"YOHOW"	1st October.	
MANILA	"TAMING"	2nd "	
TAIWANFOO	"CHANGCHOW"	3rd "	
NINGPO	"HONGKIANG"	3rd "	
TSINGTAO, CHEFOO and NEWCHANG	"KASHING"	4th "	
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	5th "	
TIENSIN	"KWEICHOW"	12th "	

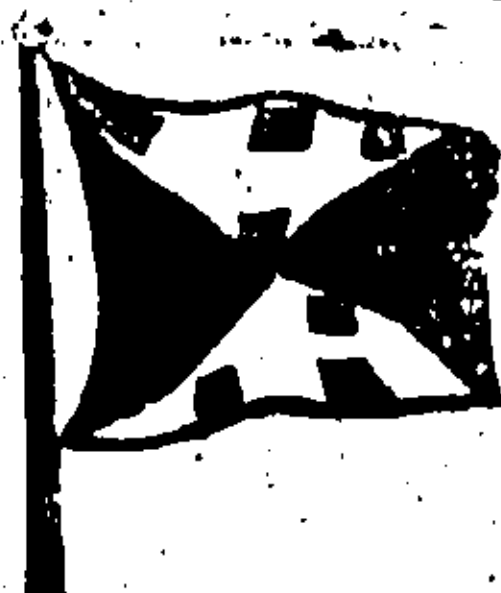
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th September, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 6th October, at Noon.
ZAFIRO	2540	R. Rodger	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 29th September, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"SOUTH AMERICA"	16th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 24th September, 1906.

Dentistry.

Dr. M. H. CHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

37, DES VOUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th July, 1904.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE. LINIE

HOME-LINE.

STEAMERS	DESTINATIONS	TO SAIL
HABSBURG	SHANGHAI, KOBE AND YOKOHAMA	29th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	2nd October.
SEGOVIA	YOKOHAMA AND KOBE	Beginning of October.
SITHONIA	SHANGHAI, KOBE AND YOKOHAMA	14th October.
C. EERD. LAEISZ	SHANGHAI, YOKOHAMA AND KOBE	28th October.
ANDALUSIA	SHANGHAI, KOBE AND YOKOHAMA	13th November.
AMBRIA	SHANGHAI, YOKOHAMA AND KOBE	22nd November.

HOMeward.

STEAMERS	DESTINATIONS	TO SAIL
LIBERIA	PIUMI AND TRIEST	29th September.
SUEVIA	VIA SINGAPORE, PENANG AND COLOMBO	10th October.
SENEGAMBIA	HAVRE, BREMEN AND HAMBURG	16th October.
HABSBURG	VIA SINGAPORE, PENANG AND COLOMBO	2nd November.
BRISGAVIA	HAVRE, BREMEN AND HAMBURG	16th November.
SITHONIA	VIA SINGAPORE, PENANG AND COLOMBO	30th November.
RHENANIA	NAPLES, HAVRE AND HAMBURG	14th December.
ANDALUSIA	VIA SINGAPORE, PENANG AND COLOMBO	28th December.
ALBESIA	NAPLES, HAVRE AND HAMBURG	11th January.
ALBESIA	VIA SINGAPORE, PENANG AND COLOMBO	25th January.

* Special attention of intending Passengers is drawn to the splendid accommodation of these
steamers. Saloon and Cabin amidships. Lighted throughout by Electricity. Duly qualified
Doctor and Stewardess on board. Laundry on board.
S.S. "LIBERIA"—Taking through Cargo to Venice, &c. The ship will have a quick
despatch at Singapore and Colombo.

COAST SERVICE.

STEAMERS	DESTINATIONS	TO SAIL
DAPHNE	NAGASAKI AND WLADEVOSTOCK	Beginning of October.
KOWLOON	SHANGHAI AND CHINKIANG	4th October.
LYDIA	SHANGHAI AND CHINKIANG	To follow.

Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked † to

SIEMSEN & CO.

Hongkong, 29th September, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

STEAMSHIP	ON
S'GAPORE, PENANG & CALCUTTA	MONDAY, 1st October, 3 P.M.
MANILA	MONDAY, 1st October, 4 P.M.
SHANGHAI	MONDAY, 1st October, 4 P.M.
TIENSIN	TUESDAY, 2nd October, 4 P.M.

* These Steamers have superior accommodation for First Class Passengers, and are fitted
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 29th September, 1906.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

The Company's Steamship

"TOURANE."

Captain Lancelotti, will be despatched as above,
on or about MONDAY, the 1st October.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 24th September, 1906.

THE ORIENTAL PACIFIC LINE.

FOR MOJI, KOBE AND SAN FRANCISCO.

The Steamship

"TUSCARORA"

will be despatched for the above Ports, on or
about the 10th of October, 1906.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 26th September, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between

HONGKONG, SALINA CRUZ, CALLAO

AND IQUIQUE, VIA JAPAN PORTS.

Will be sent to VALPARAISO if sufficient
inducement.

The Steamship

"RASADO MARU," 6,000 tons.

Taking Freight and Passengers to other
Western Coast Ports of South America.The above Steamer has splendid Accom-
modation and is fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,
Manager.York Building,
Hongkong, 11th September, 1906.

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS:
FROM ANTWERP, MIDDLESBORO,
LONDON AND STRAITS.
THE Steamship

"GLENAVON"

Having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
where each consignment will be sorted out
mark by mark and delivery can be obtained
as soon as the Goods are landed.Goods not cleared by the 4th proximo will
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, and certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival.No claims will be recognized if not presented
within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.

Hongkong, 27th September, 1906.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.
THE Steamship

"GREGORY APCAR"

Having arrived from the above Ports, Consignees
of Cargo are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.Cargo remaining on board after 4 P.M. of the
20th instant, will be landed at Consignees' risk
and expense into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited.Bills of Lading will be countersigned by the
Undersigned.DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 27th September, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"NILE"FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 2nd October, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 26th September, 1906.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND"

Having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuablestuffs being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 5 P.M.
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after MONDAY, the 1st of October,
will be subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, the 1st of October, at
10 A.M.All Claims must reach us before the 6th of
October, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 24th September, 1906.

THE NEW FRENCH REMEDY

TRADE MARK

This successful and highly popular remedy, used in the
Continental Hospitals by Kieffer, Roux, Jolles, Vulpes
and others, combines all the desiderata to be sought in
a medicine of the kind, and surpasses everything hitherto
employed.THERAPION No. 1 is a re-
markably short time-acting remedy, removing the cause of
the disease, and effectually superseding injections, those
of which are so dangerous by laying the foundation of
disease and other serious diseases, in dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.THERAPION No. 2 is a re-
markably short time-acting remedy, removing the cause of
the disease, and effectually superseding injections, those
of which are so dangerous by laying the foundation of
disease and other serious diseases, in dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.THERAPION No. 3 is a re-
markably short time-acting remedy, removing the cause of
the disease, and effectually superseding injections, those
of which are so dangerous by laying the foundation of
disease and other serious diseases, in dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.THERAPION No. 4 is a re-
markably short time-acting remedy, removing the cause of
the disease, and effectually superseding injections, those
of which are so dangerous by laying the foundation of
disease and other serious diseases, in dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.THERAPION No. 5 is a re-
markably short time-acting remedy, removing the cause of
the disease, and effectually superseding injections, those
of which are so dangerous by laying the foundation of
disease and other serious diseases, in dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.THERAPION No. 6 is a re-
markably short time-acting remedy, removing the cause of
the disease, and effectually superseding injections, those
of which are so dangerous by laying the foundation of
disease and other serious diseases, in dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.THERAPION No. 7 is a re-
markably short time-acting remedy, removing the cause of
the disease, and effectually superseding injections, those
of which are so dangerous by laying the foundation of
disease and other serious diseases, in dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.THERAPION No. 8 is a re-
markably short time-acting remedy, removing the cause of
the disease, and effectually superseding injections, those
of which are so dangerous by laying the foundation of
disease and other serious diseases, in dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.THERAPION No. 9 is a re-
markably short time-acting remedy, removing the cause of
the disease, and effectually superseding injections, those
of which are so dangerous by laying the foundation of
disease and other serious diseases, in dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.THERAPION No. 10 is a re-
markably short time-acting remedy, removing the cause of
the disease, and effectually superseding injections, those
of which are so dangerous by laying the foundation of
disease and other serious diseases, in dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.THERAPION No. 11 is a re-
markably short time-acting remedy, removing the cause of
the disease, and effectually superseding injections, those
of which are so dangerous by laying the foundation of
disease and other serious diseases, in dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.THERAPION No. 12 is a re-
markably short time-acting remedy, removing the cause of
the disease, and effectually superseding injections, those
of which are so dangerous by laying the foundation of
disease and other serious diseases, in dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.THERAPION No. 13 is a re-
markably short time-acting remedy, removing the cause of
the disease, and effectually superseding injections, those
of which are so dangerous by laying the foundation of
disease and other serious diseases, in dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.THERAPION No. 14 is a re-
markably short time-acting remedy, removing the cause of
the disease, and effectually superseding injections, those
of which are so dangerous by laying the foundation of
disease and other serious diseases, in dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.THERAPION No. 15 is a re-
markably short time-acting remedy, removing the cause of
the disease, and effectually superseding injections, those
of which are so dangerous by laying the foundation of
disease and other serious diseases, in dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.THERAPION No. 16 is a re-
markably short time-acting remedy, removing the cause of
the disease, and effectually superseding injections, those
of which are so dangerous by laying the foundation of
disease and other serious diseases, in dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.THERAPION No. 17 is a re-
markably short time-acting remedy, removing the cause of
the disease, and effectually superseding injections, those
of which are so dangerous by laying the foundation of
disease and other serious diseases, in dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.THERAPION No. 18 is a re-
markably short time-acting remedy, removing the cause of
the disease, and effectually superseding injections, those
of which are so dangerous by laying the foundation of
disease and other serious diseases, in dysentery, piles,
irritation of the lower bowels, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.

JURY RETIRE.

The jury retired to consider their decision at 5 p.m.

A large crowd of people, the largest ever seen in the Supreme Court, had gathered by this time to hear the verdict. People of all classes were to be seen and it was perhaps astonishing in a place like Shanghai to see the number of women-folk who were present. The majority of them seemed to take the whole proceedings as a fairly staged act in a theatre and while the jury were in retirement promenaded the spacious grounds of the consulate chatting gaily as if a man's life which was in the balance were mere bayonette and affording merely a matter of conjecture as to the jury's decision.

THE VERDICT.

Upon returning just within half an hour the jury were asked if they had agreed upon a verdict.

The foreman of the jury, Captain Grayson, replied they had and their verdict was that accused was guilty of manslaughter under great provocation at the moment.

Prisoner said he had nothing to say why sentence should not be passed upon him.

His Lordship in passing sentence upon the prisoner said the jury had taken a lenient view of his conduct. He would have to pass sentence upon him which would enable the community to know that firearms were not to be encouraged being carried about. He would sentence him to eighteen months' hard labour.

At this there was an irrepressible outburst at the back of the Court, first commencing clapping of hands, cheers and cries of "Bravo Hyndman." This latter evidently from Portuguese friends of the prisoner. His Lordship left the Court hurriedly. — *Shanghai Times.*

Shipping.

Arrivals.

None.

Departures.

None.

Vessels in Port.

STRANGLERS.
Andres Rickmers, Ger. s.s., 1,020, W. Tauben, 18th Sept.,—Kobe (Bangkok) 11th Sept., Gen.—B. & S.
Australian, Br. s.s., 1,784, St. John George, 20th Sept.,—Kobe 20th Sept., Gen.—L. & Co.
Bourbon, Fr. s.s., 690, Le Bail, 28th Sept.,—Saigon 23d Sept., Rice and Gen.—Man Pat.
Brigavia, Ger. s.s., 4,168, Hildebrandt, 28th Sept.,—Singapore 22d Sept., Gen.—H. A. L.
Carl Diederichsen, Ger. s.s., 774, H. Schlaikier, 27th Sept.,—Canton 26th Sept., Gen.—J. & Co.
Changsha, Br. s.s., 1,463, T. Moore, 4th Sept.,—Melbourne 31st July, Sydney 8th Aug., Brisbane 11th, via Broadmount, Townsville, Cairns, Condon, and Thursday 12th, Zamboanga 27th, and Manila 1st Sept., Gen.—B. & S.
Chunyang, Br. s.s., 1,477, R. Cox, 24th Sept.,—Samarang 16th Sept., Sugar—J. M. & Co.
Colombo Maru, Jap. s.s., 3,191, J. Nagao, 28th Sept.,—Shanghai 25th Sept., Gen.—N. Y. K.
Dagmar, Ger. s.s., 921, H. Engelhart, 14th Sept.,—Bangkok 7th Sept., Rice and Gen.—B. & S.
Drufar, Nor. s.s., 1,102, J. Bing, 21st Sept.,—Tegal, (Java) 13th Sept., Sugar—Aagaard, Thoresen & Co.
Emma Luyken, Ger. s.s., 1,159, G. Cornand, 16th July,—Manila 10th June, Sugar—Wing Sing & Co.
Empress of China, Br. s.s., 3,039, R. Archibald, 23d Sept.,—Vancouver, B.C., 4th Sept., and Shanghai 20th, Mails and Gen.—C. P. R. Co.
Glenavon, Br. s.s., Woglenden, 27th Sept.,—London via Port 18th Aug., Gen.—McC. Bros. & Gow.
Gregory Apar, Br. s.s., 2,061, S. H. Nelson, 27th Sept.,—Calcutta 13th Sept., via Penang and Singapore 22d, Gen.—D. S. & Co., Ltd.
Halvaz, Nor. s.s., 1,070, C. Andersen, 10th Sept.,—Samarang 1st Sept., Sugar—Aagaard, Thoresen & Co.
Helene, Ger. s.s., 7, J. Jensen, 26th Sept.,—Hohow 24th Sept., Gen.—J. & Co.
Hilary, Ger. s.s., 2,276, H. Decker, 5th Sept.,—Sourabaya 23d Aug., Sugar—S. W. & Co.
Hong Bee, Br. s.s., 2,050, J. H. Hainsworth, 25th Sept.,—Penang and Singapore 18th Sept., Gen.—Joo Teck Seng.
Hongkong Maru, Jap. s.s., 3,447, E. Bent, 26th Sept.,—San Francisco 24th Aug., Honolulu 1st, Yokohama 14th Sept., Kobe—4th, Nagasaki 17th, and Manila 24th, Mails and Gen.—T. K. K.
Hopsang, Br. s.s., 1,359, J. M. Hay, 15th Sept.,—Sourabaya 6th Sept., Gen.—J. M. & Co.
Jacob Diederichsen, Ger. s.s., 823, D. Hentz, 18th Sept.,—Hampden 11th Sept., Kebab 13th, and Hohow 17th, Coal and Gen.—J. & Co.
Johanne, Ger. s.s., 952, Inland, 15th Sept.,—Swatow 14th Sept., Ballast—J. & Co.
Kaifong, Br. s.s., 999, W. Ayson, 20th Sept.,—Manila 14th Sept., Sugar—B. & S.
Kintuck, Br. s.s., 2,995, B. C. Lewis, 28th Sept.,—Shanghai 25th Sept., Gen.—B. & S.
Knivberg, Ger. s.s., 646, C. Hergensen, 22d Sept.,—Macao 21st Sept., Gen.—J. & Co.
Kowloon, Ger. s.s., 2,326, H. Stehr, 16th Sept.,—Samarang 10th Sept., Sugar—S. & Co.
Kumano Maru, Jap. s.s., 5,076, W. S. Hunter, 27th Sept.,—Yokohama via Kobe, Moji and Nagasaki 18th Sept., Gen.—N. Y. K.
Kwaang, Br. s.s., 4,895, R. C. D. Bradley, 15th Sept.,—Calcutta via Penang and Singapore 7th Sept., Gen.—J. M. & Co.
Kwaang, Ch. s.s., 1,336, Wm. H. Hunt, 26th Sept.,—Canton 26th Sept., Gen.—C. M. S. N. Co.
Kwetchow, Br. s.s., 1,815, G. Hooker, 28th Sept.,—Canton 28th Sept., Gen.—B. & S.
Laertes, Br. s.s., 1,311, J. B. Jackson, 19th Sept.,—Saigon 15th Sept., Gen.—Chinese.
Libania, Ger. s.s., 9,865, Th. Kier, 24th Sept.,—Shanghai 21st Sept., Ballast—H. A. L.
Lightings, Br. s.s., 2,122, J. C. Spence, 19th Sept.,—Calcutta 20th Sept., Penang and Singapore 13th, Gen.—D. S. & Co., Ltd.
Loosok, Ger. s.s., 1,020, G. Schultzen, 28th Sept.,—Bangkok 16th Sept., Rice—B. & S.
Monteagle, Br. s.s., 3,953, S. Robinson, 14th Sept.,—Vancouver 20th Aug., and Shanghai 11th, Sept., Flour, Lead and Gen.—C. P. R. Co.
Neil MacLeod, Am. s.s., 601, E. Cornell, 19th June,—Manila 16th June, Ballast—Barrett & Co.
Nile, Br. s.s., 4,179, E. P. Martin, 26th Sept.,—London 18th Aug., and Singapore 21st Sept., Mails and Gen.—P. & O. N. Co.

Ningchow, Br. s.s., 4,716, Allen, 25th Sept.,—Liverpool via Singapore 19th Sept., Gen.—B. & S.
Norden, Nor. s.s., 1,407, W. Wilhelmssen, 14th Sept.,—Probolingo 3d Sept., Sugar—Aagaard, Thoresen & Co.
N. S. de Rosario, Am. s.s., 715, M. Lopez, 12th June,—Manila 9th June, Ballast—Barrett & Co.
Petrarch, Ger. s.s., 1,472, R. Hatje, 12th June, —Saigon 7th June, Gen.—S. W. & Co.
Pisanulok, Ger. s.s., 1,267, D. Reimers, 27d Sept.,—Bangkok 15th Sept., Rice and Wood—B. & S.
Powhatan, Br. s.s., 1,640, W. F. Turner, 16th Sept.,—amarrang 31st Aug., Sugar—D. & Co., Ltd.
Progress, Ger. s.s., 687, H. Pahren, 28th Sept., —Kwong-chow-wan via Macao 22d Sept., Gen.—Man Fook.
Radnorshire, Br. s.s., 1,820, Haffner, 17th Sept., —Shanghai 14th Sept., Gen.—S. T. & Co.
Saragani, Am. s.s., 1,245, Viteria, 7th Sept., —Manila 4th Sept., Ballast—Order.
Saxa, Ger. s.s., 960, Kraepel, 2nd Sept., —Wakamatsu 2d Aug., Coal—S. & Co.
Shinko Maru, Jap. s.s., 1,581, Jacobsen, 28th Sept.,—Christiania and Singapore 17th Sept., Gen.—Order.
Shinshu Maru, Jap. s.s., 2,650, B. Hamada, 17th Sept.,—Moji 11th Sept., Coal and Gen.—Chinese.
Shoshu Maru, Jap. s.s., 1,835, T. Suruga, 28th Sept.,—Shanghai via Foochow, Amoy and Swatow 2d Sept., Oil and Gen.—O. S. K.
Svald, Nor. s.s., 947, A. Odd, 6th Sept., —Sourabaya 1st Aug., Sugar—Aagaard, Thoresen & Co.
Swatow, Br. s.s., 1,866, W. R. F. Hickey, 16th Sept.,—Yokohama via Port 1st Sept., Gen.—P. & O. S. N. Co.
Suiyang, Br. s.s., 1,776, T. A. Mitchell, 26th Sept.,—Calcutta via Penang and Singapore 20th Sept., Gen.—J. M. & Co.
Sullberg, Ger. s.s., 781, C. Luppi, 28th Aug., —Amoy 26th Aug., Gen.—S. & Co.
Sungkiang, Br. s.s., 937, J. Robinson, 27th Sept.,—Hohow 22d Sept., Sugar—B. & S.
Taki Maru, Jap. s.s., 2,164, Matsushima, 27th Sept.,—Kobe and Moji 21st Sept., Coal—A. K. & Co.
Wakamatsu Maru, Jap. s.s., 2,778, N. Goda, 20th Sept.,—Moji 15th Sept., Coal—M. B. K.
Wilk, Ger. s.s., 3,820, H. Carsten, 19th Sept., —Moji 12th Sept., Coal—J. & Co.
Yuenang, Br. s.s., 1,128, F. Mooney, 28th Sept.,—Manila 24th Sept., Gen.—J. M. & Co.
Z. Y. de Aldecoa, Am. s.s., 1,260, F. Xandaro, 15th June, —Manila 12th June, Ballast—Barrett & Co.
Zafiro, Br. s.s., 1,629, R. Padger, 25th Sept., —Manila 1st Sept., Ballast—S. T. & Co.

Ships Expected.

ARRIVALS.
Empire, Manila, G. L. & Co. Sept 30
Touren, Saigon, M. M. Oct 1
Balaie, Shanghai, G. L. & Co. Oct 1
Benvenue, Singapore, S. T. & Co. Oct 2
Merionethshire, Singapore, S. T. & Co. Oct 2
Omla, Japan, P. M. Co. Oct 4
Kora, Japan, P. M. Co. Oct 4
Tatar, Vancouver, C. P. R. Co. Oct 18

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.
Vigilant, 28th Sept., 10 a.m., Dock
Pinz Waldema, 28th Sept., 10 a.m., Dock
Fri, 28th Sept., 10 a.m., Dock
Sorangon, 28th Sept., 10 a.m., Dock
H.M.S. Moorhen, 28th Sept., 10 a.m., Dock
Changsha, 28th Sept., 10 a.m., Dock
Francisque, 28th Sept., 10 a.m., Dock
Johanne, 28th Sept., 10 a.m., Dock
Charles Hardouin, 28th Sept., 10 a.m., Dock
Sulberg, 28th Sept., 10 a.m., Dock
Radnorshire, 28th Sept., 10 a.m., Dock
Strathmore, 28th Sept., 10 a.m., Dock
Signal, 28th Sept., 10 a.m., Dock
Quinta, 28th Sept., 10 a.m., Dock

Ships Passed The Canal.

1st September—Armand Behle, Brigavia, Menclaus, Ningchow, Pingsury, Sardonia, Nila, Glenavon, 5th September—Benvenue, Schuyk, Haliburg, Schwabach, 8th September—Arndt, Louisa, Castle, Dardania, Sunda, Norda, Prinz Regent Luitold, Glensh, Tamba Maru, Tourana, Radara, Selenga, 12th September—Kwagawa Maru, Rhinshire, 15th September—Ernest Simons, Jason, Nubla, Priam, 18th September—Elkanfara, Sikonio, Orister, 21st September—Leila, Australian, Renholder, China, Peru, Deucalion, Inaba Maru, Patroclus, Princess Alice, Prinz Eitel Friedrich, 25th September—Baron Anderson, Wakaia Maru, Claverdon, Specta, Yunnan, 28th September—Caladonien, Achilles, Idomenus, Sunda.

Arrivals at Home.

5th September—Lyn Maru, Bayern, Nippon, Teucer, 7th September—Japan, 8th September—Armand Behle, Glenroy, 15th September—Angloaxon, Prinz Suav, 19th September—Sardonia, 18th September—Schuyk, Haliburg, Ernest Simons, Kanagawa Maru, Prinz Regent Luitold, Polma, 21st September—Glensh, 25th September—Arndt, Norda, 28th September—China.

Post Office.

A Mail will close for:
Shanghai—Per Kwantung, 30th Sept., 9 A.M.
Swatow, Amoy, and Tamsui—Per Masan Maru, 30th Sept., 9 A.M.
Macao—Per Honam, 1st Oct., 1.15 P.M.
Shanghai—Per Yokohama, 1st Oct., 3 P.M.
Shanghai—Per Hangkong, 1st Oct., 3 P.M.
Manila—Per Yumang, 1st Oct., 3 P.M.
Swatow, Amoy and Foochow—Per Frithof, 2nd Oct., 9 A.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Hongkong Maru, 2nd Oct., 10 A.M.
Keelung, Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per Lyra, 2nd Oct., 10 A.M.
Europe, &c., India, via Tutuorin—Per Salatia, 2nd Oct., 11 A.M.
Macao—Per Honam, 2nd Oct., 1.15 P.M.
Manila—Per Tamsui, 2nd Oct., 3 P.M.
Tientsin—Per Cheongching, 2nd Oct., 3 P.M.
Singapore, Penang and Colombo—Per Bingo Maru, 2nd Oct., 9 A.M.
Swatow, Amoy and Anping—Per Akashi Maru, 3rd Oct., 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per Monleagle, 3rd Oct., 11 A.M.
Nagasaki, Kobe and Yokohama—Per Yasuni Maru, 3rd Oct., 11 A.M.
Swatow, Amoy and Foochow—Per Halpan, 3rd Oct., 11 A.M.
Macao—Per Honam, 3rd Oct., 1.15 P.M.

Ningpo—Per Kwantung, 3rd Oct., 3 P.M.
Macao—Per Honam, 3rd Oct., 1.15 P.M.
Tientsin, Chefoo and Newchang—Per Kwantung, 4th Oct., 3 P.M.
Moji, Kobe, Yokohama and Portland, Or.—Per Numania, 5th Oct., 11 A.M.
Macao—Per Honam, 5th Oct., 1.15 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Crooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Changsha, 5th Oct., 3 P.M.
Manila—Per Ruby, 6th Oct., 10 A.M.
Macao—Per Honam, 6th Oct., 1.15 P.M.
Macao—Per Honam, 6th Oct., 1.15 P.M.
Macao—Per Honam, 6th Oct., 1.15 P.M.
Europe, &c., India, via Tutuorin—Per Salatia, 10th Oct., 11 A.M.
Macao—Per Honam, 10th Oct., 1.15 P.M.
Macao—Per Honam, 10th Oct., 1.15 P.M.
Macao—Per Honam, 10th Oct., 1.15 P.M.
Tientsin—Per Kwantung, 12th Oct., 3 P.M.
Manila, Simpsonhafen, Fr. Wilhelmshafen, Herbersthohe, Matupi, Brisbane, Sydney and Melbourne—Per Sandakan, 16th Oct., 10 A.M.
Manila, Shanghai, Nagasaki, Kobe and Yokohama—Per Dakota, 16th Oct., 10 A.M.
Europe, &c., India, via Tutuorin—Per Olanika, 16th Oct., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of China, 25th Oct., 3 P.M.

Mails for Nantau and Suabue are closed every week-day, at 6 P.M.
Mails for *Kongmoon and *Kumchuk are closed every week-day, at 5 P.M.

ACCELERATION OF THE CANADIAN "PACIFIC MAIL SERVICE."

Correspondence intended for this route to the United Kingdom should be so superscribed.

CHINA COAST METEOROLOGICAL REGISTER.

September 28th, 1906, a.m.

	Bar.	Th.	Hu.	Wind.	Wv.
Vladivostok	7 a.m.				
Nemuro	6 a.m.				
Hakodate	6 a.m.				
Tokio	6 a.m.				
Kuchino	6 a.m.				
Nagasaki	6 a.m.				
Kagoshima	6 a.m.				
Oshima	6 a.m.				
Naha	6 a.m.				
Ishigakijima	6 a.m.				
Cheloo	6 a.m.				
Whankow	6 a.m.	30.28	65	N	1 b
Wankow	6 a.m.	30.23	59	NE	3 or
Kiukiang	6 a.m.	30.16	72	NE	2 or
Shanghai	9 a.m.	30.16	72	NE	2 or
Guizha	6 a.m.	30.04	71	NE	4 or
Sharp Peak	6 a.m.	29.91	78	NE	5 or
Amoy	6 a.m.	29.88	78	NE	5 or
Swatow	6 a.m.	29.84		E	6 or
Ishigakijima	6 a.m.	29.76			
Koshu	6 a.m.	29.71		NW	4 or
Koshu	6 a.m.	29.70		NE	10 or
Pescadores	6 a.m.	29.70		N	6 or
Canton	9 a.m.	29.77	83	N	1 or
Hongkong	10 a.m.	29.77	83	N	1 or
Victoria Peak	10 a.m.	29.77	83	N	1 or
Gap Rock	10 a.m.	29.81	81	NE	1 or
Macao	10 a.m.	30.05	72	NE	3 or
Hohow	9 a.m.	30.02	77	NE	3 or
Pakhoi	10 a.m.	29.80	76	NE	3 or
Phulien	10 a.m.	29.82		NE	10 or
Tourana	10 a.m.	29.82		NE	10 or
C. St. James	6 a.m.	29.73	81	SE	7 or
Manila	10 a.m.	29.77	79	SE	7 or
Legaspi	6 a.m.	29.77	79	SE	7 or
Bacolod	9 a.m.	29.83	84	SW	3 or
Hohow	9 a.m.	29.85		S	1 or
Cebu	9 a.m.	29.85		S	1 or
Labuan	9 a.m.	29.84		S	1 or

September 29th, 1906, a.m.

Vladivostok	7 a.m.				
Yemud	6 a.m.				
Hakodate	6 a.m.				
Tokio	6 a.m.				
Kuchino	6 a.m.				
Nagasaki	6 a.m.				
Kagoshima	6 a.m.				
Oshima	6 a.m.				
Naha	6 a.m.				
Ishigakijima	6 a.m.				
Cheloo	6 a.m.				
Whankow	6 a.m.	30.12	62	WNW	1 or
Hankow	6 a.m.	30.10	72	N	1 or
Kiukiang	6 a.m.	30.10	72	N	1 or
Guizha	6 a.m.	30.05	72	NE	3 or
Sharp Peak	6 a.m.	30.02	77	NE	3 or
Amoy	6 a.m.	29.80	76	NE	3 or
Swatow	6 a.m.	29.84		E	6 or
Taihou	6 a.m.	29.84		E	6 or
Tainan	6 a.m.	29.81		E	6 or
Koshu	6 a.m.	29.82		NE	10 or
Pescadores	6 a.m.	29.82		NE	10 or
Canton	9 a.m.	29.94	82	E	2 or
Hongkong	10 a.m.	29.94	82	E	2 or
Victoria Peak	10 a.m.	29.94	82	E	2 or
Gap Rock	10 a.m.	29.86	83		
Macao	10 a.m.	30.05	72	NE	3 or
Hohow	9 a.m.	30.02	77	NE	3 or
Pakhoi	10 a.m.	29.80	76	NE	3 or
Phulien	10 a.m.	29.82		NE	10 or
Tourana	10 a.m.	29.82		NE	10 or
C. St. James	6 a.m.	29.73	81	SE	7 or
Manila	10 a.m.	29.77	79	SE	7 or
Legaspi	6 a.m.	29.77	79	SE	7 or
Bacolod	9 a.m.	29.83	84	SW	3 or
Hohow	9 a.m.	29.70	84	SW	5 or
Cebu	9 a.m.	29.71	84	S	5 or
Labuan	9 a.m.	29.86	78		

HONGKONG.
Adams, P. R.
Anderson, Mrs. K.
Arnold, J.
Bailey, W. S.
Baker, A. S.
Bardy, A. H.
Battiscombe, H. G.
Beattie, R. B.
Bell, R. M., Engt.-Lieut.
B. F.
Bierliet, A. Van (Vice-Consul for Belgium).
Birbeck, R. I.
Binney, Mr. & Mrs. S.
Binney, Miss.
Bisell, W. S.
Boatje, J.
Bolton, L.
Boone, H. L.
Breckwold, H.
Brighton, F. G.
Campbell, L. F.
Carter, A.
Chichester, D. A. A. G.
Chichester, Mrs. A. A.
Clark, M. O.
Clarke, Mr. and Mrs. T. V.
Colley, P.
Coles, H. E.
Gonner, J. E.
Crook, A. H.
Cruikshank, A.
Dalton, R. N., Capt.
Davidson, Peter.
Davies, F. O.
Dawson, A. E. and servant.
Donald, Mr. and Mrs. W. H.
Doollittle, F. H.
Dowley, Mr. and Mrs. W. A.
Downing, Mr. and Mrs. T. C. and infant.
Dun, J. A.
Dunlop, A. G.
Dunlop, W. P.
Einmann, W.
Fairchild, H. J.
Fischer, R.
Fisher, H. C.
Franklin, C. B.
Frost, B. L.
Fuller, Stuart J.
Fuller, Stuart J. (American Vice Consul General).
Fuller, Denman.
Gibson, A.
Gibson, J. P.
Hall, Capt. T.
Healey, Dr. and Mrs. C. M.
Harker, B. Brotherton.
Hers, G. H.

KING EDWARD.
Almond, Capt. & Mrs. Moulder, Mr. and Mrs. Russell.
Barnes, Mrs. W. H. L. Mutton, Capt. Chas. A. Colahan, H. J.
Colvin, B. F.
Cunningham, Mr. and Mrs. A. E.
Dalany, L. T.
Flambean, Mr.
Friede, Mrs. M. Sergey.
Friede, Master D. S.
Friede, Sydney A.
Hallard, Mr. and Mrs. F. J.
Jack, Mrs. C. M.
Jackson, Mrs. & child.
Jones, Fred. Cloughton.
Krebs, Capt. H.
Leguene, Vice-Consul.
M. Little, A. C.
Macmillan, A.
McKay, T. D.
Moser, E. J.
Ahtion, Mrs.
Austin, F.
Brady, Mrs. N.
Burns, Mr. and Mrs.
Carruthers, E. S.
Clasen, Mr.
Clegg, Engr.-Lieut. & Mrs. H. J.
Clothier, Mr. and Mrs. H. W.
Cobden, A. S.
Darling, Col.
Dutton, Mr.
Ellis, Mr. and Mrs. Fegner, T. H.
Fellows, Mr. and Mrs. Gale, Capt. J. R.
Gellthorpe, Mr.
Goodwin, A. P.
Greenhill, Mr.
Gregory, A.
Hazeland, F. A.
Hockaday, W. T.
Jeffries, H. U.
Johnston, L. A. M.
Joseph, Mr. and Mrs. E. S.
Jostling, Lt.-Col.
Kistowsky, Mr. & Mrs. F. von.
Leak, Mr.
Leele, Mr.
Longridge, Rev. and Mrs. M.
Adams, M. and Mrs. F. Moffatt, G.
R. J. Nicholls, E. A.
Smith, E. Grant.
Smith, Mr. and Mrs. Grant.
Caldwell, Mr. and Mrs. Smith, Percy.
G. A. Soppa, P.
Campbell, H. F.
Gaskell, Mr. and Mrs. Jamson, P. S.
Young, J. A.

SIXTEENTH.
Holy Communion.
Morning Prayer.
Evening Prayer, 6.30 p.m.
Dens, Hopkins; hymns.
The Church launch 2 ships carrying white crabs ashore to the services bet. a.m. and between 5.15 and 6 p.m. Police Pier, 10.30 and 6 p.m. The Answering Bell.
All the sittings are free of charge. Visitors welcome. Book Sunday school 10 to 10.45 a.m. Meeting at Seamen's Institute East on Sunday at 8 a.m.
Roman Catholic Cathedral—M. 7 a.m., 8 a.m., 9.15 a.m., 10.15 a.m., 5.30 p.m.
German Bethesda Chapel, W. Morning Service, 11 a.m.
St. Francis' Church, Wanchai—M. 6 a.m., (Port.), 7.30 a.m., 8 a.m., 9 a.m.
St. Joseph's Church, Garden Road—Service (English), 10 a.m.
St. Anthony's Chapel, W. Point—8 a.m.
Union Church—Services, 11 a.m., and 8 p.m.
"Memorial Services for those who lost lives in the typhoon of September 18th will be held in St. Peter's Seamen's Church on Sunday next in the morning at 11 a.m.; in the evening at 6.30.
UNION CHURCH, KENNEDY ROAD, MINISTERS.
REV. C. H. NICKLING.
11 a.m. Worship, Psalm, 111. Hymn 67, Anthem 182, Hymns 540, 70.
12 Noon Communion around the Lord's Table, Hymn 403.
4.30 p.m. Children's Service in the Church.
6 p.m. Worship, Hymns, 380, 264, 173, 136.
Wednesday 6 p.m. "A Study of Christ Science." Introductory Lecture.
Thursday 9 p.m. Literary Club, Reopening Social, Recital, Entomological Exhibit, Refreshments, Enrolment of Members.
Friday 4 p.m. First meeting of Ladies' Working Party. Members invited.
Friday 8 p.m. Christian Endeavour Society Subject:—"Prayer of Intercession."
Sunday Oct. 7th, at 4 p.m. Reopening of Sunday School in Union Church School Hall in British School, Kowloon.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS
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VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Lyra	4,417	G. V. Williams	2nd Oct.
Shawmut	9,606	E. V. Roberts	24th
Tremont	9,606	T. W. Garlick	
Platades	3,753	F. G. Perington	

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.Queen's Buildings,
Hongkong, 13th September, 1906.

[12]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"ERROLL" 9th October.

For Freight and further information, apply
toDODWELL & CO., LIMITED,
Agents.

Hongkong, 13th September, 1906.

[13]

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE-WORK.Gentlemen's Shirts made to order, and Cuffs
renewed on old ones.

[14]

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	20,000	\$125	\$125	\$1,000,000 \$10,250,000 \$127,335 \$150,000	\$1,712,472	{ \$1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906	5 1/2 %	{ \$380 sellers London 203
National Bank of China, Limited	99,925	£7	£6		\$74,099	\$2 (London 3/6) for 1905		\$27
MARINE INSURANCES.								
Antion Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	6 1/2 %	\$320
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex. 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 87 1/2 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$400,000 \$331,131 \$1,153,844 \$59,279 \$800,000	\$1,702,271	Interim div. of \$30 for 1905	4 1/2 %	177 1/2 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$68,278 \$15,527 \$1,000,000 \$220,488 \$2,616 \$1,220,928	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$220,488 \$2,616 \$1,220,928	\$344,098	\$6 for 1904	6 1/2 %	\$93
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50		\$422,618	\$25 for 1904	7 1/2 %	\$327 1/2 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$24	\$6,000 \$264,038 \$200,000 \$200,000 \$600,000 \$144,385 \$120,000	\$6,563	\$14 for 1905	6 1/2 %	\$231
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$200,000 \$200,000 \$200,000 \$200,000 \$200,000 \$200,000 \$200,000	Nil.	\$34 for year ended 30.6.1905	7 1/2 %	\$46
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$120,000 \$280,958 \$3,999 \$3,999	\$5,464	\$1 for 1st half-year 1906	8 %	\$25 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$280,958 \$3,999 \$3,999	£2,452	10/- @ ex. 2/11 9/16 = \$1.69	6 1/2 %	\$74
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 20,000 \$400,000 \$400,000 \$400,000 \$400,000 \$400,000 \$400,000	Tls. 23,156	Interim div. of Tls. 2 1/2 a/c 1906	0 %	Tls. 55 sellers
Do. (Preference)	100,000	£1	£1	\$400,000 \$400,000 \$400,000 \$400,000 \$400,000 \$400,000 \$400,000	£107,815	Interim div. of Tls. 1 1/2 a/c 1905	6 1/2 %	Tls. 50 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$65,000 \$32,957 Tls. 98,000 Tls. 305,470 Tls. 48,000 Tls. 81,200	\$218	{ \$1.50 } for year ending 30.4.1906 { \$0.75 }	4 1/2 %	\$29
"Star" Ferry Company, Limited	10,000	\$10	\$5				3 1/2 %	\$20
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50		Tls. 13,913	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$450,000 \$86,129 Tls. 100,000	\$40,914	Final of \$15 making \$25 for 1905	15 1/2 %	\$157
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100		\$132,588	\$3 for 1897		\$22 sellers
Penk Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50		Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04		Tls. 85 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$80,000 \$20,011 none	£13,355	{ 1/- (No. 6) interim div. for 12 months } ending 28.2.06	7 %	Tls. 10
Criental Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	G \$909,050	Final of 50 cents making G \$1 for 1905	7 %	G. \$14 nominal
Sub Australian Gold Mining Company, Limited	150,000	£1	£1	\$18,170 \$4,873	Dr. £8,745	No. 12 of 1/- = 48 cents		\$8
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$50,000 \$65,160 \$20,000	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	\$94 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$49,500	\$392,087	\$6 for first half-year ending 30.6.06	8 %	\$153
New Amoy Dock Company, Limited	10,000	\$64	\$64	\$588,000	\$2,221	\$1 for 1905	5 1/2 %	\$171
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 487,210 Tls. 57,065 Tls. 30,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 126
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100		Tls. 57,065	Interim div. of Tls. 8 on account 1906	2 1/2 %	Tls. 240
Yangtze Wharf and Godown Company, Limited	7,500	Tls. 100	Tls. 100		Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year		Tls. 102
House Hotel Co., Ltd.	10,000	\$25	\$25	\$29,516	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$20 sellers
House Hotel Co., Ltd.	6,000	\$15	\$15			\$2.40 on \$12 for 1905	13 1/2 %	\$18 buyers
House Hotel Co., Ltd.	24,000	\$15	\$15		\$4,719	{ 7 % on \$7 1/2 for 1905 }		\$153 buyers
House Hotel Co., Ltd.	123	\$15	\$12			None		\$300 buyers
House Hotel Co., Ltd.	12,000	\$50	\$50	\$648,975 \$19,075	\$10,057	\$5 for first half-year for 1906	8 1/2 %	\$115
House Hotel Co., Ltd.	10,000	\$100	\$100	\$250,000	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$109 sellers
House Hotel Co., Ltd.	9,000	Tls. 25	Tls. 25	Tls. 20,783	Tls. 1,935	Final of 5 % = 10 % for 1905	16 1/2 %	Tls. 15 buyers
House Hotel Co., Ltd.	2,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10	10 %	\$100
House Hotel Co., Ltd.	150,000	\$10	\$10	\$208,386 \$50,000	\$5,070	80 cents for 1905	7 %	\$114
House Hotel Co., Ltd.	6,000	\$50	\$50	none	\$374	\$2 1/2 for 1905	6 1/2 %	\$59
House Hotel Co., Ltd.	52,000	Tls. 50	Tls. 50	Tls. 869,493 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 105 sales
House Hotel Co., Ltd.	12,500	\$10	\$50		\$772	Interim div. of \$2 account 1906	8 %	\$50
House Hotel Co., Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 75 buyers
House Hotel Co., Ltd.	5,000	\$10	\$10	Tls. 10,000	\$21,850	\$1 1/2 for the year ending 31.7.06	9 1/2 %	\$124
House Hotel Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898		Tls. 68 sellers
House Hotel Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 83 sales
House Hotel Co., Ltd.	7,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	4 1/2 %	Tls. 327 sales
House Hotel Co., Ltd.	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 1/2 %	\$100 sales
House Hotel Co., Ltd.	8,000	£10	£10	\$814	\$1,856	\$1 1/2 per share for 1905	8 1/2 %	\$7
House Hotel Co., Ltd.	1,200	\$10	\$10	\$19,000	\$1,997	\$5 for 1905	9 1/2 %	\$32
House Hotel Co., Ltd.	60,000	\$12	\$12	none	Nil.	\$1 for 1904		\$10
House Hotel Co., Ltd.	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 589	Final of Tls. 5 making Tls. 10 for 1905	14 1/2 %	Tls. 70
House Hotel Co., Ltd.	60,000	\$10	\$10	none	\$1,210	60 cents for year ended 28.2.06	6 %	\$10
House Hotel Co., Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1905	8 1/2 %	\$9.50 buyers
House Hotel Co., Ltd.	25,000	\$7 1/2	\$6	\$25,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$17
House Hotel Co., Ltd.	200,000	\$10	\$10	\$410,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	9 1/2 %	\$11 sellers
House Hotel Co., Ltd.	21,000	\$20	\$20	\$186,000	\$20,893	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$23 1/2 buyers
House Hotel Co., Ltd.	60,000	\$10	\$10	none	\$2,568	{ \$1.00 } for 10 months ending 28.2.06	8 %	\$143 buyers
House Hotel Co., Ltd.	1,250	\$100	\$100	\$10,000	\$2,796	Int. div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$215
House Hotel Co., Ltd.	5,000	\$25	\$25	\$80,000	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	8 %	\$236
House Hotel Co., Ltd.	50,000	\$10	\$10	\$61,000	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$28
House Hotel Co., Ltd.	15,000	\$10	\$10	\$2,500	\$88	Final of 60 cents making \$1 for the year	12 1/2 %	\$73 buyers
House Hotel Co., Ltd.	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 10,374	{ Third interim div. of 7 1/2 making } { Tls. 22 1/2 so far a/c yr. ended 31.10.06 }	6 1/2 %	Tls. 240 sales
House Hotel Co., Ltd.	7,500	\$10	\$10	none	Dr. P. 34,324	None		\$5 buyers
House Hotel Co., Ltd.	6,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3 1/2 account	6 1/2 %	Tls. 125 sellers
House Hotel Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 4,000	Tls. 9,751	Tls. 6 for 1904	12 %	Tls. 50 sellers
House Hotel Co., Ltd.	4,500	Tls. 100	Tls. 100	Tls. 8,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 155
House Hotel Co., Ltd.	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 90 buyers
House Hotel Co., Ltd.	7,200	£20	£20	Tls. 190,000	Tls. 85,592	Interim div. of 15/- for 1-year 1906		Tls. 565
House Hotel Co., Ltd.	7,200	£20	£20			Interim div. of 5/- for 1-year 1906		Tls. 280
House Hotel Co., Ltd.	6,000	\$25	\$25	none	Dr. \$41,934	None		\$22 buyers
House Hotel Co., Ltd.	20,000	\$5	\$5	none	\$1,134	50 cents for year ended 31.5.05	8 1/2 %	\$6
House Hotel Co., Ltd.	7,000	Tls. 100	Tls. 100	Tls. 15,395 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105
House Hotel Co., Ltd.	9,000	\$10	\$10	\$15,000	\$752	{ 70 cents } for year ended 31.5.1906	8 1/2 %	\$8
House Hotel Co., Ltd.	100	\$10	\$10	\$25,000	\$7,734	{ \$0.90 }	6 1/2 %	\$150
House Hotel Co., Ltd.	99,000	\$10	\$10	\$300,000	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$15
House Hotel Co., Ltd.	15,000	\$10	\$10	\$4,500	\$676	Interim div. of 50 cts. for the year 1905/6	10 %	\$10
DIVIDENDS PAYABLE.								
Douglas Steamship Co., Ltd.						\$2 1/2		1st October

JOSE PEDRO BRAGA, for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company,
No. 1, 1st Floor, Road, in the City of Victoria, Hongkong.